

Fourth Series Vol. XXXIX - No. 37

**Tuesday, April 14, 1970
Chaitra 24, 1892 (Saka)**

LOK SABHA DEBATES

(Tenth Session)



(Vol. XXXIX contains Nos. 31 - 40)

**LOK SABHA SECRETARIAT
NEW DELHI**

Price : Rs. 1.00

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LOK SABHA

Tuesday, April 14, 1970/ Chaitra
24, 1892 (Saka)

*The Lok Sabha met at Eleven
of the Clock*

[Mr. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Mr. Speaker : Shri Molahu Prashad.

Shri M. L. Sondhi : Sir, before we take up Questions, I would like to raise a serious matter. As I have submitted to you, according to this order, Section 144 has been promulgated in the compound of the Parliament House.

Mr. Speaker : Order, order. Don't exploit this Question Hour for anything else. Shri Molahu Prashad.

Shri M. L. Sondhi : May I crave your indulgence.

Mr. Speaker : Not at all ; not during the Question Hour.

Shri M. L. Sondhi : I would like to know whether you are aware of it, how serious is the infringement of the rights of the House ?

Mr. Speaker : Even if I am aware, I will not allow you to get up like this during the Question Hour.

केन्द्रीय अस्पताल, पूर्वोत्तर रेलवे में विशेष
दवाइयों का बिया जाना

*991. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे

के केन्द्रीय अस्पताल में केवल मेडिकल सुपरिन्टेण्डेंट तथा डिस्ट्रिक्ट मेडिकल सुपरिन्टेण्डेंट ही विशेष दवाइयाँ दे सकते हैं ;

(ख) क्या यह भी सच है कि असिस्टेंट मेडिकल सुपरिन्टेण्डेंट, विशेष दवाइयाँ देने के लिए सक्षम होने के बावजूद भी उन्हें विशेष दवाइयाँ नहीं दे सकते ;

(ग) क्या यह भी सच है कि उक्त अस्पताल में गृह-कार्य मंत्रालय के प्रादेशों के अनुसार तीन वर्षों से अधिक समय से एक ही पद पर कार्य करने वाले अधिकारियों को तबदील नहीं किया गया है ; और

(घ) यदि हाँ, तो इसके क्या कारण हैं और क्या सरकार इस बारे में समुचित व्यवस्था करेगी ?

रेलवे मंत्रालय में उप मंत्री (श्री रोहन लाल चतुर्वेदी) : (क) और (ख) . जी नहीं।

(ग) जहाँ तक रेल अधिकारियों का सम्बन्ध है, उनके एक स्थान पर रहने की कोई अनम्य अवधि नियत नहीं की गयी है।

(घ) सवाल नहीं उठता।

श्री मोलहू प्रसाद : अध्यक्ष महोदय, श्री उप-मंत्री महोदय ने मेरे मूल प्रश्न का जो उत्तर दिया है उसमें सत्यता नहीं दिखाई देती है। जैसा कि मैंने अपने मूल प्रश्न के (क) और (ख) भाग में पूछा था हकीकत यह है कि बड़े

डाक्टरों को ही अच्छी दवा देने और उसे लिखने का अधिकार दिया गया है किन्तु छोटे डाक्टरों को इस तरह की अच्छी दवाएं लिखने का अधिकार नहीं दिया गया है। तीसरी और चौथी श्रेणी के कर्मचारी जिनकी बड़े डाक्टर्स तक पहुंच नहीं होती है वह उस तरह की अच्छी दवाएं उन से नहीं ले पा रहे हैं और इस गड़बड़ी के बारे में क्या मंत्री महोदय जांच करवायेंगे ?

(ग) और (घ) के सम्बन्ध में भी जो मंत्री जी ने उत्तर दिया है वह भी संतोषजनक नहीं है।
(ग) और (घ) इस प्रकार था :

क्या यह अग्रेतर सच है कि उक्त अस्पताल में गृह-कार्य मंत्रालय के आदेशों के अनुसार तीन वर्षों से अधिक समय से एक ही पद पर कार्य करने वाले अधिकारियों को तबदील नहीं किया गया है; और

यदि हां, तो इसके क्या कारण हैं और क्या सरकार इस बारे में समुचित व्यवस्था करेगी ?

मेरे इन प्रश्नों का मंत्री महोदय ने कोई साफ उत्तर नहीं दिया है जबकि गृह-कार्य मंत्रालय ने प्रशासनिक कुशलता बढ़ाने के लिए दिनांक 6 सितम्बर, 1957 को एक अर्धशासकीय पत्र संख्या 11-3-57 ओ० एण्ड० एम० जारी किया था। इसके सम्बन्ध में मंत्री जी स्पष्ट जानकारी दें ताकि यह जो अधिकारियों के द्वारा गड़बड़ी की जा रही है और भाई भतीजावाद चल रहा है उसका खात्मा हो सके। यह मेरे प्रश्न पूछने का तात्पर्य है।

श्री रोहनलाल चतुर्वेदी : अध्यक्ष महोदय, पहला प्रश्न जो है कि छोटे कर्मचारियों को हम लोग अच्छी दवाएं नहीं देते जैसा कि माननीय सदस्य ने कहा है तो उनकी यह बात गलत है.....

श्री मोलहू प्रसाद : क्या मंत्री महोदय इस बारे में जांच करायेंगे ?

श्री रोहनलाल चतुर्वेदी : जांच कराने की इस में कोई आवश्यकता नहीं है। लेकिन अगर कोई स्पेसिफिक बात हो तो माननीय सदस्य मुझे उसके बारे में बतलायें और मैं उस बारे में जरूर देखूंगा।

दूसरा प्रश्न माननीय सदस्य ने जो गृह-कार्य मंत्रालय के एक सरकुलर का हवाला देते हुए पूछा है, उसके सिलसिले में मुझे निवेदन करना है कि वैसे रेल कर्मचारियों के सम्बन्ध में वह सरकुलर लागू नहीं होता है परन्तु बोर्ड ने आर्डर्स इश्यू कर दिये हैं कि जहाँ तक हो सके महत्वपूर्ण पद पर काम करने वाला कोई अफसर पाँच साल से ज्यादा असें तक एक जगह पर न रहे, लेकिन विशेष परिस्थितियों में अपवाद हो सकते हैं। कुछ ऐसी जगहें हैं जहाँ कि 5 साल से भी ज्यादा समय से डाक्टर्स चले आ रहे हैं लेकिन ग्रामतौर पर हम इस का खास तौर से ख्याल रखते हैं कि महत्वपूर्ण पद पर काम करने वाला कोई अफसर एक जगह पर 5 साल से अधिक न रहे।

श्री मोलहू प्रसाद : मंत्री महोदय ऐसे अधिकारियों की संख्या बतलायें जो कि तीन साल से अधिक एक स्थान पर काम कर रहे हैं। तीन साल से अधिक एक पद कितने ऐसे अधिकारी काम कर रहे हैं ?

श्री रोहन लाल चतुर्वेदी : इस सम्बन्ध में मुझे निवेदन करना है कि 7 ए० एम० ओ० तीन साल से अधिक समय से नाथ ईस्टर्न रेलवे गोरखपुर में काम कर रहे हैं लेकिन वह सब स्पेशलिस्ट्स हैं।

श्री मोलहू प्रसाद : मेरा दूसरा प्रश्न है कि क्या इस तरह का जो भाईभतीजावाद हर सरकारी दफ्तरों में पनप रहा है, इस तरह से जो गड़बड़ी चलती है उसके लिए क्या मंत्री महोदय एक स्पष्ट आदेश देंगे कि यह जो ऊँचे अधिकारी हैं इनको कम से कम तीन साल या पाँच साल के बाद उनके स्थान से बदल कर दूसरी जगह भेज दिया जाया करे। आज हालत यह है कि वह ऊँचे अधिकारी 15-15 और 16-16 साल से एक ही जगह पर डटे हुए हैं, मगरमच्छ बन कर बैठे हुए हैं और अफ्टाचार पनप रहा है तो इस को दूर करने के लिए कोई जल्दी निश्चित निर्देश इस सम्बन्ध में देंगे ?

श्री रोहन लाल चतुर्वेदी : मैं समझता था कि मेरे उत्तर से माननीय सदस्य को संतोष हो जायेगा। जैसा मैंने पहले कहा 7 ए० एम ओ० डाक्टर्स तीन साल से अधिक समय से नाथ ईस्टर्न रेलवे, गोरखपुर में काम कर रहे हैं। 27 डाक्टर्स काम कर रहे हैं। 18 जरनल ड्यूटी पर हैं और 9 स्पेशलिस्ट्स हैं बाकी माननीय सदस्य

ने जो प्रश्न उठाया है उसका कोई औचित्य नहीं मालूम देता है।

श्री मोलहू प्रसाद : वह एक ही जगह पर रहने दिये जायेंगे ?

श्री रोहन लाल चतुर्वेदी : जैसे-जैसे संभव होगा वह उस अवधि के बाद हटाये जायेंगे।

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय, मैं आप के माध्यम से मंत्री महोदय से जानना चाहता हूँ कि इन अस्पतालों के अन्दर वह जो छोटे कमचारी हैं चौथे क्लास के, वह अपने इलाज के लिए जब जाते हैं तो बीमारी अगर सीरियस हुई और उसके लिए अच्छी स्पेशल दवाई अस्पताल में उन्हें नहीं मिलती है और दवाओं की जो लिस्ट बनी है उसमें वह दवाई नहीं होती है और डाक्टर लिख देता है कि बाहर से फलां दवा मोल लेकर आओ तब उस का इलाज होगा तो इस प्रकार के गरीब जिनके पास पैसा नहीं है उनका माकूल इलाज अस्पताल से हो सके और अस्पताल से ही माकूल दवा उन्हें मिल सके इसके लिए क्या मंत्री महोदय कोई माकूल व्यवस्था करने जा रहे हैं ?

दूसरे मुझे यह भी पता चला है कि कई ऐसे डाक्टर्स हैं जो कि इन छोटे कर्मचारियों पर जोर देते हैं कि जब वह फेमिली प्लानिंग करेंगे, नसबंदी करायेंगे तभी उनको छुट्टी मिलेगी। इसके लिए उनकी तनखाह भी रोक ली जाती है। फेमिली प्लानिंग और नसबंदी उन्होंने करा ली है इसका वह प्रमाणपत्र लेकर आये तभी उनको छुट्टी मिलेगी और रुकी हुई तनखाह भी मिल जायेगी। ऐसे उदाहरण मैं मंत्री महोदय को दे सकता हूँ और इस चीज को रोकने के लिए क्या वह कोई कार्यवाही करेंगे ?

श्री रोहन लाल चतुर्वेदी : माननीय सदस्य ने अपने दूसरे प्रश्न में वह जो फेमिली प्लानिंग का प्रश्न उठाया है तो उस के लिए मेरा कहना है कि मेरी जानकारी में ऐसी कोई हिदायत नहीं है और न ही ऐसी कोई बात होती है बाकी अगर कोई ऐसी बात कहीं पर हुई हो तो माननीय सदस्य कृपा करके मुझे बतलायें और मैं उसे जरूर देखूंगा।

जहाँ तक माननीय सदस्य के पहले प्रश्न का अर्थात् दवाओं के बारे में सवाल है तो उसके लिए हम पूरा प्रयत्न करते हैं कि रिज मरीज के

के लिए जो दवा बतलाई जाय उसे देने के लिए हम प्रबन्ध करें। यदि वह दवाई मौके पर न हो तो उसी किस्म की उससे अच्छी या दूसरी जो स्टॉक में हो उसे देने का पूरा प्रयत्न करते हैं ताकि हमारे कर्मचारियों को लाभ हो।

श्री चन्द्रिका प्रसाद : गोरखपुर के एन ई एफ रेलवे के सेंट्रल अस्पताल में डाक्टरों की दलबंदी है और जो डाक्टर तीन वर्ष से कम के भी है उनका स्थानान्तरण कर दिया गया है तो क्या मंत्री महोदय यह जो घाघली चल रही रही है इसको रोकने के लिए आवश्यक कदम उठावेंगे ?

श्री रोहन लाल चतुर्वेदी : यह एक ऐसा प्रश्न है जिसका उत्तर देना कि कहीं भी डाक्टरों में दलबंदी नहीं है, जरा मुश्किल है लेकिन माननीय सदस्य अगर कोई खास केस मेरे नोटिस में लायेंगे तो मैं उस बारे में देख सकता हूँ और आवश्यक जांच भी करवा सकता हूँ।

श्री रवि राय : यह जो नाथं इस्टर्न में रेलवे का सेंट्रल अस्पताल है उसके लिए क्या मंत्री महोदय पिछले एक साल का व्योरा दे सकते हैं कि वह दो मैडिकल आफिसर्स जिनको कि विशेष दवाई देने का अधिकार दिया गया है उनके द्वारा इस पिछले एक साल में जो आफिसरों और कर्मचारियों को दवाई दी गई है उसका वह व्योरा बतलायें अर्थात् जिनकी तनखाह 1500 रुपया है उनको कितनों को दी गई है और उससे कम वेतन पाने वालों में से कितनों को दी गई है ? पिछले एक साल का क्या वह व्योरा देंगे ?

श्री रोहन लाल चतुर्वेदी : जैसे मैंने पहले अपने उत्तर में बतलाया वह दवाई देने के बारे में कोई तनखाह आदि का प्रश्न नहीं उठता है। डाक्टर मरीज के लिए जो दवा या विशेष दवा तजवीज करता है उसे हम लोग देने का पूरा प्रयत्न करते हैं वशत कि वह हमारे स्टॉक में हो।

श्री रवि राय : जिनको वह दी गई है वह किस कैटेगरी में आते हैं और वह क्या तनखाह पाते हैं ? कैटेगरी वाइज तनखाह के हिसाब से मंत्री महोदय क्या व्योरा सुलभ कर सकते हैं ?

श्री रोहन लाल चतुर्वेदी : इस में कोई कैटेगरी का प्रश्न नहीं उठता है। डाक्टर जिस मरीज के लिए जो भी दवा प्रेस्क्राइव करते हैं

वह उसे दी जाती है और वह न हो तो फिर उससे मिलती जुलती दवा डाक्टर द्वारा दी जाती है।

श्री रवि राय : छोटे कर्मचारियों को स्पेशल दवाई नहीं दी जाती है लेकिन बड़े कर्मचारियों को वही स्पेशल दवाई दे दी जाती है।

श्री रोहन लाल चतुर्वेदी : जी नहीं।

LOOTING OF PASSENGERS IN KUMAUN EXPRESS

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*992. **Shri Shri Chand Goyal :**

Shri N. R. Laskar :

Shri Dhandapani :

Shri Ramesh Chandra Vyas :

Will the Minister of Railways be pleased to state :

(a) whether a serious robbery in the Kumaun Express has taken place on the 19th March, 1970 ;

(b) if so, the circumstances of the robbery and whether there was any police guard or the Railway Protection Force present in the train ;

(c) the total loss suffered by the passengers and the Railways ; and

(d) the steps taken by Government to check the recurrence of such incidents in future ?

The Deputy Minister in the Ministry of Railways (Shri R. L. Chaturvedi) :

(a) Yes, Sir but the incident of dacoity took place on 18th March, 1970, and not on 19th March, 1970.

(b) and (c). A Statement giving details is laid on the Table of the Sabha.

(d) (i) Apart from tightening up the normal Police arrangements by Government Railway Police, such as keeping watch at important stations and periodical raids to round up criminals and anti-social elements, the State Government of Uttar Pradesh have taken additional security measures by way of escorting important night passenger trains, introducing armed patrolling/

setting up of special pickets in affected areas. Railway Protection Force re-inforcements are also given, wherever necessary to the Government Railway Police to augment their arrangements.

(ii) Strict instructions have also been issued to the Railway Protection Force staff, on duty in yards or station platforms for guarding railway property, to rush to the scene of crime and render all possible help to the victims.

STATEMENT

Eight criminals armed with pistols and daggers entered 3rd class compartment No. 7637 attached to 12 Down Kumaun Express when it left Baheri Railway station on the evening of 18th March, 1970. The criminals looted the belongings of some 7/8 passengers of the compartment at the point of pistols and daggers. When he resisted, Travelling Ticket Examiner, Shri Shiv Prasad Srivastava, received skin-deep shot injury. Some passengers also sustained minor injuries. The dacoits pulled the alarm-chain near Richha Road and escaped after firing two rounds in the air. Only 4 persons lodged reports with the Police wherein cash and belongings worth Rs. 11,191- were reported to be looted. Property worth about Rs. 3,000/ was recovered by the Government Railway Police who have registered a case under section 395/397 I. P. C. Four dacoits have since been arrested.

No Government Railway Police escort was provided in the Kumaun Express between Kathgodam and Bareilly City. Government Railway Police escorts were being provided on this train from Bareilly City to Agra and vice versa.

Shri Shri Chand Goyal : The Minister has tried to make out a case as if all arrangements have been undertaken and everything is O. K. But I want to bring to his notice that the 'Crime wave' especially in Eastern Uttar Pradesh has reached such a length that almost 300 cases of looting, theft and dacoity take place in a month and also I want to bring to his notice.

Mr. Speaker : Don't bring to his notice : ask a question.

Shri Shri Chand Goyal : This is a very serious matter. Look at the answer he has

given. In running trains there is no security of the passengers and their goods. This is a very serious matter. These decoits do the thefts at pistol point and they snatch away the goods of people and run away. The Crime Survey has revealed that the Government is aware of this deteriorating law and order situation. In spite of their awareness why is it that this crime wave is growing unchecked? This is my first question.

My second question is this : I want to know whether the representatives of trade and industry and U. P. Passengers and train-users Association have made a request to Mr. Nanda, because he tried to make good when he became Railway Minister that he will visit these places in cognito. Leaving aside the visit in cognito, now, all these associations are demanding that the Railway Minister should find time to visit the place.

Mr. Speaker : Don't add your speech along with it. Kindly ask a straight question.

Shri Shri Chand Goyal : I am asking him whether he has been able to find time to make an on-the-spot study of this serious situation there.

And, then, finally, Sir, I want to know about this. The Press Correspondent says that when he visited this spot, the people told him that these railway officials are in league with the criminals. I want to know specifically whether it has come to the notice of the Government. If so, what steps has the Government taken or propose to take against these erring railway officials?

The Minister of Railways (Shri Nanda): Since the specific question refers to certain visits that I had and the assurance that I gave, I may briefly state this, that I have met representatives of the business community wherever I have gone and I have looked into all the grievances and I have discussed these matters with the officers and others concerned. I may say, some steps have already been taken and others are being considered.

Shri Shri Chand Goyal : Has it come to the notice of the Government that in West Bengal, railway stations on the pattern of the people's courts, are being set up, as a

part of the national democratic movement and these 'make-shift' stations are being set up, tickets are being issued, money is being collected.

Mr. Speaker : Put it in the form of a question. Don't make a speech.

Shri Shri Chand Goyal : I want to know whether it has come to the notice of the Government that 'make-shift' stations have been set up by these elements who want to put up these Railway Stations on the pattern of the people's courts. If it has come to the notice of the Government, has the Central Government taken up this matter with the West Bengal Government?

Whether these make-shift stations will continue and whether the Government has tried to recover the money which was realised by these elements from them.

Shri R. L. Chaturvedi : I think the question put by the hon. Member does not relate to the question that is now before us. The main question is about the robbery that was committed on the 18th March, in the Kothgodam-Bareilly area. The question raised by the hon. Member is whether this make-shift station has come to the notice of Government. To this my humble reply is that this has come to our notice. We are seized of the matter and West Bengal Government has been duly informed.

Shri Nanda : The other part of the question of the Hon. Member is whether this is still going on. I must say that these stations have now been abolished. With the help of the Government of West Bengal we wanted to deal with miscreants. That situation does not remain now. There are authorised halts provided by the railways at these points.

Shri N. R. Laskar : I want to know whether it is a fact that the areas of occurrence are in places like U. P., Bihar and also parts of West Bengal; if so, whether these special arrangements have been made in those areas and whether the areas of operations have been identified.

Shri R. L. Chaturvedi : No area can actually be identified. But, at times, there is concentration in a particular section. And at times in other sections. But we know

the places where the incidents occur more, and we do take adequate steps to the best of our capacity.

Shri Lobo Prabhu : Two questions arise in this case. One is the pulling of alarm chains by these dacoits in order to get away from the trains. The problem of such chain-pulling is already before the Railway Ministry.

I would like to know from the hon. Minister whether they have considered the suggestion made that when an alarm-chain is pulled, light is shown outside the compartment so that the compartment is identified so that no one can get away from the compartment before the authorities reach it. This is my first question. My second questions is this.

Mr. Speaker : That is enough. I have already requested the Members not to number the supplementaries.

Shri Lobo Prabhu : All right, Sir. I would further like to ask the Ministry ; when armed police protection is provided on the Agra-Bareilly line where the line really passes through a fairly safe area of the country , why on the Bareilly-Kumaun line which passes through forests, there should not have been such protection provided.

I would like to suggest further as to why they should not use their surplus railway protection forces for casual checks on the railways. You have admittedly a surplus of these forces. If they are utilised, it will have a salutary effect on the minds of the people.

Shri R.L. Chaturvedi : As for the point mentioned by the hon. Member, namely, patrolling on Agra-Bareilly section, I may humbly state that in the night trains running from Agra—I am telling particularly about the metre-gauge as this question relates to the metre-gauge—we do have patrolling staff. As for the other point made by the hon. Member whether there is patrolling on the Agra-Bareilly stsection, I may state that patrolling is there on this section regularly.

As for casual raids, we have such raids and checks about these incidents.

The third point is about identifying the compartment where the alarm chain is pulled. We will certainly look into his suggestion.

CONSTRUCTION OF NEW UNECONOMICAL RAILWAY LINES

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*993. **Shri Suraj Bhan :**

Shri Onkar Singh :

Shri Kanwar Lal Gupta :

Will the Minister of Railways be pleased to state :

(a) the names of the Railway lines constructed during the last two years which are uneconomical ;

(b) the amount of income from passengers and goods from each such Railway line and the expenditure incurred on each of the Railway lines ;

(c) the reasons for constructing such Railway lines, separately ; and

(d) the total loss incurred on them ?

The Deputy Minister in the Ministry of Railways (Shri R. L. Chaturvedi) :

(a) to (d). Out of the lines constructed and opened to traffic in the last two years only the Hindumal-kot-Sriganganagar line was considered to be un-remunerative even at the time of sanction. The line was originally taken up for construction as a test case of 'Shramdan' offered by the local people. As the line was opened only in January, 1970, the financial results of its operation have not yet been worked out.

श्री सुरज भान : हिन्दू मल कोट और श्री गंगानगर की लाइन के वास्ते जो श्रमदान आकर किया गया था उसकी क्या कीमत थी और उसी आधार पर क्या आप जगाधारी से चंडीगढ़ और चंडीगढ़ से लुधियाना आदि लाइज को खोलने के लिए तैयार हैं ?

श्री रोहन लाल बहुगुणा : इस लाइन के वास्ते शुरू में श्रमदान का जो वादा किया गया था वह बारह लाख रुपये का किया गया था लेकिन दरमसल में जो श्रमदान हुआ है वह

6.04 लाख का हुआ है। इस में एक लाख 47 हजार रुपया वह भी है जो कि चंदे के रूप में लोगों ने दिया है।

दूसरी लाइज के लिए अगर इसी तरह के आफर आएं तो क्या हम उनको एक्सेप्ट कर सकते हैं, जहाँ तक इसका सम्बन्ध है मैं निवेदन करना चाहता हूँ कि आजकल जो परिस्थितियाँ हैं उनको देखते हुए हम लोग उसको नहीं कर पायेंगे।

श्री सूरज भान : आजकल परिस्थितियों में कौन सा चेंज आ गया है, पता नहीं।

श्री कंबर लाल गुप्त : मंत्री बदल गए हैं।

श्री सूरज भान : मैं जानना चाहता हूँ कि दो साल में आपने जितनी लाइज खोली हैं उनमें से अनइकोनोमिक लाइज कितनी हैं? जवाब से जाहिर होता है कि शायद उनमें कोई भी नहीं है। आपने सिर्फ एक लाइन का जिक्र किया है। जितनी भी लाइज दो सालों में खोली हैं उनकी आमदनी और खर्चा सब क्या आप हाउस को बताने की कृपा करेंगे?

श्री रोहन लाल चतुर्वेदी : कोई भी लाइन जब हम लोग खोलते हैं तो उसका एक बंधा हुआ नियम है। पहले दो साल से पाँच साल तक हम कोई उसमें फायदे की आशा नहीं करते हैं। पाँच साल के बाद उसका रिटर्न आना चाहिये। दो सालों के बीच खोली गई लाइनों का जहाँ तक सम्बन्ध है, उसके बारे में हम लोग कोई आँकड़े दे ही नहीं सकते हैं। फायदा या नुकसान का कोई सवाल पैदा नहीं होता है।

श्री कंबर लाल गुप्त : अनइकोनोमिक लाइज के कारण सरकार को लगभग आठ करोड़ रुपये का घाटा होता है। लेकिन घाटा इस वजह से होता है कि लीकेज ज्यादा होता है, टिकटलेस ट्रेवल ज्यादा होता है, कुर्रप्शन होती है, फेवरेटिज्म होती है या वह घाटा इनएफिशियेंसी की वजह से होता है। वास्तव में हिन्दुस्तान में कोई भी लाइन अनइकोनोमिक लाइन नहीं है। अगर उसको ठीक ढंग से चलाया जाए तो वह इकोनोमिक लाइन बन सकती है। ऐसी स्थिति में क्या सरकार विश्वास दिलायेगी कि कोई भी लाइन चाहे वह अनइकोनोमिक हो वह बन्द नहीं की जाएगी और जो इनएफिशियेंसी

है उसको दूर किया जाएगा और जिन लाइज को खोला जाएगा उन सबको चालू रखा जाएगा?

कमेटी भी एक बिठाई गई थी जिस के आप अध्यक्ष थे। उसके अलावा पी ए सी और ई सी की रिपोर्ट भी हैं। पिछले छः महीनों में आपने क्या क्या कदम उठाये हैं ताकि अनइकोनोमिक लाइज जिन को कहा जाता है उनकी आमदनी ज्यादा हो और उनका क्या परिणाम निकला है?

श्री रोहनलाल चतुर्वेदी : यह प्रश्न खास तौर से अनइकोनोमिक ब्रांच लाइज कमेटी की जो रिपोर्ट थी उसके सम्बन्ध में है। उसके बारे में पहला कदम तो यह उठाया गया है कि एक कमेटी बिठाई गई और उसके बाद जब रिपोर्ट आई तो मिनिस्टर फार रेलवेज ने एनाउंसमेंट किया, सर्वे का आर्डर किया। हम लोग अग्रेसर हैं कि जो कुछ भी अनइकोनोमिक लाइज के लिए कर सकते हैं करें। लेकिन मैं आगाह करना चाहता हूँ कि जैसा कि रिपोर्ट में दिया गया है। कौन जान कि जाँच के बाद किस नतीजे पर हम पहुँचे, बोर्ड पहुँचे या मिनिस्ट्री पहुँचे लाभकारी के बारे में। क्या फैसला होगा इस वक्त बताना मुश्किल नहीं है। लेकिन इतना आश्वासन मैं जरूर दिलाऊंगा कि हम लोग प्रयत्नशील हैं एफिशियेंसी को बढ़ाने के लिए और जैसाकि माननीय सदस्य ने कहा है.....

Shri Ranga : You are going back on your own word. You have said that no uneconomic line would be abandoned, and at the same time you say that if by any chance

Shri R. L. Chaturvedi : I wish you had listened to my full reply. I said that the Uneconomic Branch Lines Committee has submitted a report on the basis of the announcement made by the then Minister of Railways.

Shri Ranga : Make them more efficient.

Mr. Speaker : It would be much better if the Minister is precise and concise.

श्री कंबर लाल गुप्त : मेरा सवाल ब्रांच लाइज के बारे में नहीं था। मैंने पूछा था कि क्या विश्वास दिलायेगा कि कोई भी अनइकोनोमिक लाइन बन्द नहीं होगी?

मैंने यह भी जानना चाहा था कि पिछले छः महीने में आपने क्या कदम उठाये हैं ताकि ये लाइन इकोनॉमिक हो जायें और उसका क्या इम्पैक्ट हुआ है ?

Shri Nanda : This question was raised in the course of the discussion on the Railway Budget and I have referred to it. I have also referred to the various assurances given, and I made my position clear. Whatever assurances have been given are certainly binding. I added that having done the best to make them economic, if we find that there are difficulties, I will bring these cases to the House.

Shri Kanwar Lal Gupta : I asked what steps have been taken in the last six months. The Minister does not reply.

Mr. Speaker : No arguments.

श्री शिव चरण लाल : अलाभकारी की बात मंत्री महोदय ने कही है और बताया है कि पाँच साल में रिपोर्ट देंगे। बरहान से एटा तक की भी एक लाइन है जिस के बारे में कहा जाता है कि वह अलाभकारी है। लेकिन अगर आगरा से उसका सीधा सम्बन्ध जोड़ दिया जाए एटा तक तब आपको लाभ हो सकता है। क्या आपने इसकी भी जाँच करवाई है ? इसके बारे में मैंने आपको चिट्ठी भी लिखी है।

श्री रोहन लाल चतुर्वेदी : जैसा रिपोर्ट में दिया गया है और जहाँ तक मुझे खयाल पड़ता है वे दोनों सर्वे हो रहे हैं। बरहान एटा का और आगरा का एक ही लाइन वह मानी गई है। उसके सर्वे का आर्डर है लेकिन मैं ठीक-ठीक नहीं बता सकता हूँ। देख कर सब बता दूँगा।

Shri Biswanarayan Shastri : The question is regarding the construction of new uneconomical railway lines. May I know from the Minister whether a particular line being remunerative or not is the guiding factor in opening it or the social need of the area is also taken into consideration.

Shri R. L. Chaturvedi : Naturally the guiding factor is traffic density.

Shri Randhir Singh : The need of the people.

Shri R. L. Chaturvedi : Traffic density is the need of the people. If there is a suggestion that for some social purposes it is done, it is not the sole criteria for laying down a particular line.

Shri P. Venkatasubbiah : While referring to the Ganganagar railway line, the hon. Minister said that there was a promise from the non-official organisations to the tune of Rs.12 lakhs and only Rs.6 lakhs had come by way of donations. May I know whether Bharat Sevak Samaj is involved in this and whether, and for what reasons, the balance of Rs.6 lakhs had not been forthcoming ? If that has not been forthcoming what were the reasons that prompted the Government to go ahead with the construction of the railway line ?

Shri R. L. Chaturvedi : I think it is not proper to bring in the Bharat Sevak Samaj here. (Interruptions). I am saying that in this particular work there is no question of Bharat Sevak Samaj taking the work. It is the State Government and the local people offered shramdan. The value that we estimated was about Rs.12 lakhs ; the local people contributed Rs.1.47 lakhs and for the rest they did shramdan. That is the information.

JOB ANALYSIS OF POSTS IN SIGNAL AND TELECOMMUNICATIONS DEPARTMENT ON INDIAN RAILWAYS

*998. **Shri Deven Sen :** Will the Minister of Railways be pleased to state

(a) whether modern signalling systems are being introduced at a rapid pace on the Indian Railways, resulting in a change in the working conditions of the employees of the Signal and Telecommunications Department ;

(b) if so, whether under these changed working conditions, the job analysis of all posts is done and the posts are reclassified under the Hours of Employment Regulations as per new changed conditions ;

(c) if not, when the Administration is to take steps to remove this anomaly in the case of the staff of the Signal and Telecommunications departments ;

(d) whether the Indian Railway Signal and Telecommunications Staff Association has been representing this grievance again and again, since 1966 ; and

(e) if so, the action taken by the authorities on each representation ?

The Deputy Minister in the Ministry of Railways (Shri R. L. Chaturvedi) :

(a) Modern signalling systems are being introduced on the Indian Railways depending on the operational needs of the sections and the availability of necessary funds.

(b) and (c). The measures taken do not justify a wholesale review of classification of all posts of the Signal and Telecommunication Department of railways. But the railways have been advised to examine certain cases where senior staff have been employed in shift duty on advanced types of installations and where a review of their classification under the Hours of Employment Regulations may be justified.

(d) and (e). Certain representations received in this connection from time to time have been duly considered.

श्री बेवेन सेन : क्या यह सच है कि सिग्नल एंड टेलीकम्यूनिकेशन डिपार्टमेंट में जिस, तबके को एसेन्शली इन्टरमिटेन्ट कहा जाता है, उस के काम के घंटे हफ्ते में 75 हैं, जिस तबके को कान्टीन्युअस कहा जाता है, उसके काम के घंटे हफ्ते में 54 हैं और जिस तबके को इन्टेन्सिव कहा जाता है, उसके काम के घंटे हफ्ते में 45 हैं ? क्या यह सच है कि रैपिड माइनाइजेशन के कारण सिग्नलिंग कर्मचारियों के काम का बोझ बढ़ गया है, उनकी जिम्मेदारी बढ़ गई है और सतर्कता ज्यादा जरूरी है; यदि हाँ, तो क्या इन सब बातों को देखते हुए फिर जाब एनेलेसिस करने का आर्डर दिया जायेगा या नहीं ?

श्री रोहन लाल चतुर्वेदी : जैसा कि प्रश्न के उत्तर में कहा गया है, हमने रेलवे को हिदायत दी है कि जो पोस्ट्स सुपरवाइजरी स्टाफ में क्लासीफाइड हैं, वह उनके बारे में रीव्यू करें और वह किया जा रहा है। जहाँ तक और कंटेगरीज के रीव्यू का सवाल है, जब उसकी जरूरत पड़ती है, तब हम वह करते हैं। लेकिन चूँकि सुपरवाइजरी स्टाफ के ज्यादा रिप्रेजेंटेशन थे, इस

लिए हमने उन के लिए रीव्यू करने का आर्डर दे दिया है।

श्री बेवेन सेन : मंत्री महोदय ने बताया है कि जाब एनेलेसिस का रीव्यू करना जरूरी नहीं होता है। क्या इस के लिए कोई एक्सपर्ट कमेटी बिठाई जायेगी, जो यह देखे कि क्या उनके काम का बोझ बढ़ गया है या नहीं और उसके मुताबिक अपनी सिफारिस करे ? नेशनल कमीशन आफ लेबर ने रिकमेंड किया है कि "Every employee should be allowed in a calendar year three national and five festival holidays." लेकिन इन कर्मचारियों को कोई छुट्टी नहीं दी जाती है।

श्री रोहन लाल चतुर्वेदी : जो रीव्यू करने के लिए कहा गया है, उसमें इन सब बातों पर गौर किया जायेगा। मुझे खास तौर से यह निवेदन करना है कि जो एक्सक्लूडिड क्लासिफाइड कंटेगरी है, जिसमें मेनटेनेन्स के सुपरवाइजर लोग आते हैं, उसी के ज्यादा रिप्रेजेंटेशन थे और उसके लिए हमने आर्डर दे ही दिया है। उसके लिए कोई दूसरी एक्सपर्ट कमेटी बिठाने की जरूरत नहीं है।

Shri B. K. Daschowdhury : The Minister has stated that the measures taken do not justify a job analysis of the employees in the Signal and Telecommunication Departments of the railways. But may I know from him whether he is at least ready to prepare a comparative study about the conditions of service, and the avenues of promotion, particularly of the Station Masters, Ticket checking staff and the Signallers in the Signal and Telecommunication Departments ? Further, I would request the hon. Minister to explain how their promotions are being graded from the lowest to the highest post.

Shri R. L. Chaturvedi : This question refers only to those persons who are in the Signal and Telecommunications Departments—I have given the information already—excluding those in the sections which comprise the telephone operators etc. As for the rest, that is, about the S. M.s and others, I cannot give any information.

Shri B. K. Daschowdhury : What about the promotional avenues ? Why are you not disclosing them ? There is no promotional avenue for these employees in the

railways and are being stagnated. What are their promotional avenues? Let the hon. Minister clarify the position.

Shri R. L. Chaturvedi : This question does not cover them.

श्री एस० एम० जोशी : सवाल तो एक-दम सीधा है कि जब यह नया सिस्टम आ रहा है, तो उसमें जब में बहुत फर्क हुआ है, इसलिए सरकार को फिर से जब एनेलेसिस की आवश्यकता क्यों नहीं महसूस होती है। मंत्री महोदय ने यह क्यों कहा है कि उसकी आवश्यकता नहीं है?

श्री रोहन लाल चतुर्वेदी : जैसा कि मैंने पहले बताया है, जो लोअर कटेगरी है, जो एक्सक्लूडिड क्लासिफाइड कटेगरी है, हमने उसके जब एनेलेसिस के रीव्यू के लिए आर्डर कर दिया है, ताकि यह मालूम हो सके कि उनकी शिकायतें कहाँ तक जायज हैं।

APPOINTMENT OF DIRECTORS IN HEAVY ENGINEERING COR- PORATION, RANCHI

* 999. **Shri Rabi Ray :** Will the Minister of Steel and Heavy Engineering be pleased to state :

(a) whether it is a fact that Government have appointed Shri R. S. Pande, the present Resident Director of the Tata Iron and Steel Company, as one of the Directors of the Heavy Engineering Corporation, Ranchi ; and

(b) if so, what are the special reasons for bringing an official of the private sector undertaking as the Director of a public sector undertaking like the Heavy Engineering Corporation, Ranchi ?

The Minister of State in the Ministry of Steel and Heavy Engineering (Shri K. C. Pant) : (a) Yes, Sir.

(b) The techniques of management of Commercial and industrial undertaking being the same, whether they are in the public or in the private sectors. Government are of opinion that there are advantages in utilising the services of experienced profes-

sional managers drawn from both the sections in the Boards of Directors of Public Undertakings.

श्री रवि राय : हम लोगों ने बार-बार यह सवाल उठाया है कि प्राइवेट सेक्टर में जो लोग काम करते हैं, उनको पब्लिक अंडरटेकिंग में न लिया जाये। आपको शायद मालूम है कि इस सम्बन्ध में इंडियन एयरलाइंस कार्पोरेशन में श्री भरत राम के लिये जाने के बारे में सवाल उठाया गया है। उसके बारे में क्या हुआ ? मैं यह जानना चाहता हूँ कि क्या सरकार की नीति में कोई परिवर्तन हुआ है कि प्राइवेट सेक्टर के लोगों को रांची के हैवी इन्जीनियरिंग कार्पोरेशन में रखा जाये।

श्री कृष्ण चन्द्र पंत : नीति में कोई परिवर्तन नहीं हुआ है। पहले भी प्राइवेट सेक्टर से हैवी इन्जीनियरिंग कार्पोरेशन में डायरेक्टर थे। और आज भी हैं। अधिकांश डायरेक्टर गवर्नमेंट के या पब्लिक सेक्टर अंडरटेकिंग के हैं, कुछ प्राइवेट सेक्टर के भी हैं।

श्री रवि राय : रांची हैवी इन्जीनियरिंग कार्पोरेशन की आइडल कैपेसिटी कितने प्रतिशत है ? आपने पाण्डे साहब को टाटा आयरन एण्ड स्टील कम्पनी से लिया है, क्या आइडल कैपेसिटी को काम में लाने के लिये इनके पास कोई स्कीम है ?

श्री कृष्ण चन्द्र पंत : मैं सवाल ठीक से समझा नहीं। आइडल कैपेसिटी का सवाल इससे नहीं उठता है। जहाँ तक सवाल के दूसरे भाग का सम्बन्ध है—पाण्डे साहब को उनके सामान्य अनुभव से लाभ उठाने के लिये इस में रखा गया है। वह बिहार के रहने वाले हैं। पहले सिविल सर्वेंट थे।

Mr. Speaker : He is referring to part (b) of the question. He is connecting it and wants to know whether there is some idle capacity and the new Director may be able to make use of it.

श्री कृष्ण चन्द्र पंत : अगर उनके कोई सुझाव होंगे तो उन पर विचार किया जायेगा।

श्री डा० ना० तिवारी : बहुत से ऐसे आफिसर्स हैं, जो प्राइवेट सैक्टर में नौकरी के लिये काम करते हैं। उनके वियूज बहुत प्रोप्रेसिव हैं और उनको अगर पब्लिक सैक्टर में रखा जाय तो अच्छा काम करेंगे चूँकि उनका मत भी मिलता है। मैं मंत्री महोदय से जानना चाहता हूँ कि क्या उनको मालूम है कि श्री आर० एस० पाण्डे कभी आइ ए० एस० आफिसर थे, बिहार गवर्नमेंट में डेवलपमेंट कमिश्नर रह चुके हैं, उनके वियूज क्या हैं और क्या उनके वियूज जान कर ही उनको यहाँ बुलाया गया है, या ऐसे ही बुला लिया है ? हम इस बात को मानते हैं कि पब्लिक सैक्टर में ऐसे लोगों को आना चाहिये जिन का पब्लिक सैक्टर में विश्वास हो, क्या आपने कभी यह जानने की कोशिश की है कि पाण्डे जी का विश्वास पब्लिक सैक्टर में बहुत अधिक है और वह इस में काम करना चाहते हैं ?

श्री कृष्ण चन्द्र पंत : पाण्डे जी से अनुमति ले कर ही उनको यहाँ रखा गया है। वह बिहार गवर्नमेंट में लेबर सैक्टर रह चुके हैं, अभी हाल में डायरेक्टर पर्सोनल टिसको में थे, पुराने आइ ए० एस० आफिसर रहे हैं। ऐसे व्यक्ति को जिसका इस क्षेत्र में सामान्य अनुभव है, यहाँ रखने का प्रयत्न किया जाता है।

Mr. Speaker : He is asking about his inclination towards the public sector.

श्री कृष्ण चन्द्र पंत : That is what I am trying to say. इस लिये मैं उनके विश्वास के बारे में तो कुछ नहीं कह सकता, लेकिन उनके अनुभव के बारे में कह सकता हूँ।

Shri Surendranath Dwivedi : If I heard him aright, the minister said, there has been no change in policy. I want to know whether the reference made by the Prime Minister in the course of her budget speech that the private sector would also be permitted to join the core sector both in participation and also in management, whether that has been accepted by Government and in pursuance of that policy the new appointment from private sector has been made in the public sector ?

Shri K. C. Pant : The first part of the question does not relate to this ministry or to this question. The second part arises from that.

Shri Surendranath Dwivedi : He said there is no change in policy. A policy announcement was made by the Prime Minister. I want to know whether in pur-

suance of that policy this has been done or this has been done independently of it, without any Government policy whatsoever.

Shri K. C. Pant : I have already made it clear that there were private sector directors and there are still private sector directors. There is no change in policy.

श्री बलराज मधोक : पब्लिक सैक्टर का का सबसे बड़ा दोष यह है कि वह इनएफिशियेन्टली चलता है और पब्लिक का रुपया वहाँ वेस्ट होता है। मैं जानना चाहता हूँ—सरकार की इस के सम्बन्ध में क्या नीति है—किसी व्यक्ति का पब्लिक सैक्टर में विश्वास हो, चाहे वह वहाँ पब्लिक के रुपये को बहाता चला जाय या आप को ऐसे आदमी चाहियें जो एफिशियेन्ट हों और जो भी काम उनको दिया जाय, वे उसको एफिशियेन्टली कर सकें ? आपका क्या क्राइटेरिया है काम एफिशियेन्टली हो या पब्लिक सैक्टर के प्रति कमिटमेंट ही हो ?

श्री कृष्ण चन्द्र पंत : सबसे अच्छा क्राइटेरिया यही है कि एफिशियेन्ट आदमी मिलें, आप चाहे इस को कमिटमेंट कह लीजिये।

श्री बलराज मधोक : अध्यक्ष महोदय, यह गोलमाल जवाब दिया गया है। कमिटमेंट नाम से ये इतनी घाँघली कर रहे हैं

श्री अध्यक्ष महोदय : इन्होंने साफ जवाब दिया है, इस के अलावा और आप क्या चाहते हैं।

Shri Kartik Oraon : I would like to know from the government the guidelines for appointing directors in the board of directors and what is the composition of the board now ?

Mr. Speaker : I am sorry, that does not come within the scope of this question.

Shri Kartik Oraon : it is a simple question.

Mr. Speaker : It is simple but it is outside the scope of this question.

EXPENDITURE INCURRED ON MAINTENANCE OF TICKET CHECKING SQUAD ON NORTH-EAST FRONTIER RAILWAY

*1004. Shri B. K. Daschowdhury : Will the Minister of Railways be pleased to state :

(a) the actual expenses, including pay, travelling allowances and others, incurred

by the Northeast Frontier Railway on the Special Ticket Checking squad in the last two financial years ; and

(b) the actual receipts from the persons who were detected while travelling without tickets during these years ?

The Deputy Minister in the Ministry of Railways (Shri R. L. Chaturvedi) : (a) and (b) The expenditure incurred on and railway dues recovered by the Ticket Checking Squads on Northeast Frontier Railway from passengers detected travelling irregularly during the last 2 financial years were as follows :

Year	Expenditure Railway dues recovered	
	Rs.	Rs.
1968-69	3,52,115	3,22,567
1969-70	.. 3,25,110	2,01,871

Shri B. K. Daschowdhury : It is quite clear from the statement of the hon. Minister that in spite of the special measures taken by the railways in creating a special squad the loss to the railways in one year is 1968-69 is about Rs.30,000 and another year i.e. 1969-70 about Rs.1,25,000 if I have heard the figures correctly. In that case, I would like to know from the hon. Minister the utility of having such a special squad by incurring so much expenditure. Would it not be better to increase the ticket checking staff rather than having this special squad ?

Shri R. L. Chaturvedi : We do encourage ticket checking staff but, at the same time, we have to guard against any eventuality and, therefore, we maintain this force also.

Shri B. K. Daschowdhury : What does he mean by "guard against any eventuality" ?

The Minister of Railways (Shri Nanda) : Comparing only the expenditure on the squad with the earnings has relevance

only up to a limit ; it is the performance of the squad which also has to be taken into consideration, which is to see that those people who travel without ticket are deterred from doing so. Therefore it is the decline in the number of such people that is going to be the test. There are figures with me which show that the number of cases of ticketless travel has declined by 73 per cent, the number of tickets sold has gone up by 7.2 per cent and the earning from the sale of tickets has increased by 6.1 per cent.

Shri B. K. Daschowdhury : As the Minister says, in view of the special squad the earning has increased by 6 per cent, is this not due to the efficiency of the ticket checking staff of the railways and if it is may I know whether the Minister would like to congratulate and give special incentive to persons who collect large amounts of revenue from ticketless travellers ?

Shri Nanda : It is the result of combined operation and efforts of various elements concerned in this process. Certainly the suggestion about giving incentives must be considered.

श्री हुकम चन्द कछवाय : मंत्री महोदय ने जो अभी आंकड़े बताये, विशेष लोगों के द्वारा जो टिकट चैक करवाये और उस क्षेत्र के टी० टी० आई० और टी० सी० द्वारा जो रुपया वसूल किया गया, इन दोनों के आंकड़े आपने एक साथ बताये, जब कि दूसरे विभाग के जो लोग भेजे गये हैं बैकिंग में उनके द्वारा कम पैसा वसूल किया गया है और लर्वा उन पर अधिक हुमा और टी० टी० आई० और टी० सी० द्वारा ज्यादा पैसा क्लेक्ट किया गया है, यह टी० टी० लोग सरकार का गड़ा हुमा पैसा उखाड़ कर लाने वाले हैं, इनमें दूसरे विभाग के लोगों द्वारा चैकिंग कराने से काफी असंतोष है

श्री अण्णल महोदय : मुझे आपसे एक बात कहनी है कि कोई जरूरी नहीं होता है सप्लीमेंटरी पूछना। और अगर पूछना ही है तो सवाल टूटो पीइंट होना चाहिये। मेरे ह्याल से आप को जानना चाहिये कि कितना सवाल पूछा जाय।

श्री हुकम चन्द कछवाय : मान्यवर, यह आपत्ति आपकी तरफ से मेरे लिये ही है और

किसी के लिये नहीं। आप कुछ मेम्बरों का क्लास लगाना शुरू कर दें अपनी चैम्बर में कि सवाल कितना पूछना चाहिये।

अध्यक्ष महोदय : मेरा ख्याल है कि आपकी क्लास जरूरी लगनी चाहिये।

श्री हुकम चन्द कछवाय : मैं मंत्री जी से पूछना चाहता हूँ कि जो टी० टी० आई० लोगों में असंतोष बढ़ता जा रहा है वह इसलिये बढ़ रहा है कि दूसरे लोगों से आप जाँच करवाते हैं, आपका उन टी० टी० आई० लोगों पर मालूम होता है विश्वास नहीं रहा है। इस असंतोष के कारण उन लोगों में काफी बेचैनी फैल रही है, और लगातार वह सोच रहे हैं कि कोई बड़ा आन्दोलन किया जाय।

अध्यक्ष महोदय : यह सवाल आपका रैलीवेन्ट नहीं है।

श्री हुकम चन्द कछवाय : तो उनको विश्वास में लेने के लिये क्या आप भविष्य में इस प्रकार का दस्ता नहीं भेजेंगे? इन लोगों को भेजने पर खर्चा भी अधिक होता है और टी० टी० आई० लोगों में असंतोष भी बढ़ता है। उन लोगों की यह माँग चल रही है कि रनिंग स्टाफ का उनको लाभ दिया जाय, उनको रनिंग स्टाफ में माना जाय। उसके लिये आप क्या उपाय कर रहे हैं?

श्री नन्दा : दोनों की जरूरत है। दोनों की जो इस के अन्दर मेहनत होगी उसके लिये उनको रिवाइड किया जायेगा, एप्रोशियेट किया जायेगा।

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय, मेरा उत्तर नहीं आया।

अध्यक्ष महोदय आप बैठिये :।

श्री हुकम चन्द कछवाय : मंत्री महोदय के घर पर मालूम होता है घेराव करना पड़ेगा।

अध्यक्ष महोदय : वह काम आप बाहर कीजिये, मुझे इस तरह मत कहिये।

श्री तुलसी दास जाधव : रेल में लोग बगैर टिकट जो चलते हैं, उसको रोकने के लिये क्या सरकार यह करने के लिये तैयार है कि जैसे एयर पोर्ट पर पहले टिकट कटा कर अन्दर जाना

पड़ता है और वहाँ जैसे चैकिंग होती है, उसी तरह से रेलवे स्टेशन के अन्दर भी ऐसा कुछ इंतजाम करें ताकि बगैर टिकट के लोग अन्दर स्टेशन पर न चले जायें। क्या मंत्री जी इस तरह की व्यवस्था के बारे में सोचेंगे?

अध्यक्ष महोदय : कौन से सवाल पर आप यह सप्लीमेंटरी पूछ रहे हैं। थोड़ा सा रेलीवेन्ट होइये। मुझे इसी तरह माननीय कछवाय को कहना पड़ा है, और आपको भी कहना पड़ेगा।

श्री तुलसी दास जाधव : उनके साथ आप हमको क्यों जोड़ते हैं।

मैं प्रश्न संख्या 1004 के बारे में ही पूछ रहा हूँ, क्योंकि इसके (ख) भाग में लिखा है : उक्त वर्षों में बिना टिकट यात्रा करते हुए पकड़े गये व्यक्तियों से वास्तव में कितनी आय हुई? यह सवाल है।

अध्यक्ष महोदय : मैं आपसे कोई मजाक नहीं कर रहा हूँ :

"(a) the actual expenses, including pay, travelling allowances and others, incurred by the North-east Frontier Railway."

इसमें पकड़े गये कहाँ से आ गये?

Shri Surendranath Dwivedi : He has a special interest in it. He is the President of the 'Ticketless Travellers' Association.

Mr. Speaker : I request the hon. Member that his supplementary should be relevant to the Question.

श्री तुलसी दास जाधव : यह जो बिना टिकट लोग चलते हैं उसके लिए कुछ इंतजाम आपने किया है?

अध्यक्ष महोदय : आप इस में देखिये लिखा है कि कितनी उन को रिसीट मिली है :

"(b) the actual receipts from the persons who were detected while travelling without tickets during these years".

अब अगर आप इसमें और कुछ जोड़ना चाहते हैं तो जोड़ लें, एक, दो मिनट का समय रह गया है।

श्री तुलसी दास जाधव : इस तरीके से जो लोगों से पैसा वसूल किया जाता है रेलवे स्टाफ द्वारा, उस से लोगों को तकलीफ भी होती है और कभी कभी तो टी० टी० आई० तक को मार देते हैं, या गाड़ी में से फेंक देते हैं। तो पहले ही इंतजाम क्यों न कर लिया जाय ताकि स्टेशन के अन्दर जाने से पहले, जैसे प्लेन पर होता है, पहले ही टिकट चैक कर लिया जाता है, वैसे ही कोई इंतजाम रेलवे के बारे में मंत्री महोदय करने के लिये सोच रहे हैं ?

श्री रोहन लाल चतुर्वेदी : माननीय सदस्य का मुझाब है। इस बारे में मेरा कहना है कि हम लोग, जब कोई पैसेंजर चाहे प्लेट फार्म टिकट ले कर या रेलवे टिकट ले कर स्टेशन के अन्दर जाता है, तो उसको चैक करते हैं। लेकिन एरोप्लेन से मिलाना उचित नहीं होगा क्यों कि वहाँ यात्रियों का नम्बर कम होता है और रेलवे में इतने आदमियों के लिये वह व्यवस्था करना मुमकिन नहीं हो पायेगा। फिर भी जो मुझाब माननीय सदस्य ने दिया है उस पर हम लोग विचार करेंगे।

दिल्ली शाहदरा से सहारनपुर तक बड़ी लाइन का निर्माण

*1005. **श्री महाराज सिंह भारती :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली-शाहदरा से सहारनपुर तक बड़ी लाइन का निर्माण करने के लिए जो सर्वेक्षण किया जा रहा है उसमें अब तक कितनी प्रगति हुई है ; और

(ख) सरकार को मैसर्स मार्टिन एन्ड कम्पनी की छोटी लाइन के जरिये माल भेजने तथा बुक कराने के बजाय बड़ी लाइन पर शाहदरा तथा सहारनपुर स्थित खुद अपने स्टेशन पर ऐसा करने में क्या कठिनाई है ?

रेलवे मंत्रालय में उप-मंत्री (श्री रोहन लाल चतुर्वेदी) : (क) दिल्ली शाहदरा और सहारनपुर के बीच एक नयी बड़ी लाइन बनाने के लिए इंजीनियरी और यातायात सर्वेक्षण पूरे कर लिये गये हैं और उत्तर रेलवे रिपोर्ट को अन्तिम

रूप दे रही है। जब, सर्वेक्षण सम्बन्धी रिपोर्ट बोर्ड को मिल जायेगी और बोर्ड सभी दृष्टिकोणों से उन पर विचार कर लेगा, उसके बाद ही इस लाइन के निर्माण के बारे में निर्णय किया जायेगा।

(ख) इस समय दिल्ली शाहदरा और सहारनपुर स्टेशनों पर बड़ी लाइन का जो यातायात आता है, उसको सम्हालने में कोई कठिनाई नहीं है। लेकिन छोटी लाइन के अन्य स्टेशनों पर जो माल यातायात आता है, उसकी निकासी की व्यवस्था एस० एस० लाइट रेलवे को करनी पड़ती है और बड़ी लाइन पर भेजने के लिए उसे दिल्ली शाहदरा और सहारनपुर स्टेशनों पर यानान्तरित करना होता है।

श्री महाराज सिंह भारती : सरकार को यह मैसर्स मार्टिन एन्ड कम्पनी की छोटी लाइन को खरीदने से कोई लाभ नहीं है क्योंकि यह एक अवसैलिट और बेकार लाइन है। सरकार दिल्ली शाहदरा और सहारनपुर के बीच एक नयी बड़ी लाइन निकालने जा रही है। मैं मंत्री महोदय से जानना चाहता हूँ कि वह उस बेकार मैसर्स मार्टिन एन्ड कम्पनी की छोटी लाइन से अपना सम्बन्ध क्यों रखे हुए हैं ? क्यों आप उस का माल लेते हैं और क्यों अपना माल उस को देते हैं ? अगर आप उससे न तो माल लें और न उसे माल दें उससे कोई सम्बन्ध न रखें तो वह अपने आप भाग खड़े होंगे और ऐसा करने में आपको क्या दिक्कत है ?

श्री रोहन लाल चतुर्वेदी : जैसा कि माननीय सदस्य ने बताया यह ठीक है कि हम दिल्ली शाहदरा और सहारनपुर के बीच एक नयी बड़ी लाइन बनाने के लिए आवश्यक कार्यवाही कर रहे हैं। इंजीनियरी और यातायात सर्वेक्षण आदि पूरे भी कर लिये गये हैं लेकिन ऐक्चुएली जब तक दूसरी लाइन नहीं बनती है और हम उस पर आखिरी फैसला न कर लें तब तक इस मैसर्स मार्टिन एन्ड कम्पनी की छोटी लाइन से बिल्कुल सम्बन्ध छोड़ दें वह कुछ मुनासिब नहीं होगा क्योंकि इससे यात्रियों को बड़ा कष्ट हो जायेगा।

श्री महाराज सिंह भारती : यात्रियों को कोई कष्ट नहीं होगा।

UTILISATION OF ADDITIONAL CAPACITY CREATED FOR BARAUNI REFINERY

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S. No. Q. 19 Shri S. Kundu :

Shri B. K. Daschowdhury :

Shri N. R. Laskar :

Will the Minister of **Petroleum and Chemicals and Mines and Metals** be pleased to state :

(a) whether an additional capacity upto 3 million tonnes for Barauni Refinery has been created ;

(b) if so, the date of creation of the additional capacity and the expenditure incurred on it ;

(c) whether the extra capacity created is being utilised fully ; and

(d) if not, the reasons therefor ?

The Minister of State in the Ministry of Petroleum and Chemicals and Mines and Metals (Shri D. R. Chavan) : (a) and (b) The 3rd million unit of the Barauni Refinery was completed in January, 1969 and the expenditure incurred upto 31st December, 1969 amounts to Rs.252 lakhs.

(c) Not yet, Sir.

(d) The 3rd million tonne unit of the Barauni Refinery is idle for want of adequate capacity in the crude oil pipeline for transportation of crude from Assam fields over and above its present capacity of 2 million tonnes.

Shri S. Kundu : This Barauni Refinery is an anaemic child of the sick parent, *i.e.*, the Petroleum and Chemicals Ministry here. It is indeed unfortunate that Rs.2.52 crores have been spent and an additional capacity has been created since January 1969, but till now there is no indication when this capacity will be worked to its fullest extent. In reply to this the Minister said that there is no adequate capacity of the pipeline. But here is a press report which says a different thing. I would like to know from him the truth. The Report says as follows :

"Mr. R. N. Bhatnagar, General Manager told visiting newsmen from Patna on Wednesday at Barauni that the third unit was set up to use the one million tonnes surplus crude from Assam. But the announcement of the Government decision to set up a second refinery in Assam had rendered the third unit idle."

There is another press report which refers to Dr. Triguna Sen as saying :

"Addressing a Press Conference here, Dr. Sen said that the existing pipeline from Gauhati to Barauni could not carry more than 2 million tonnes of Crude annually. Therefore imported Crude would be pumped from Haldia to Barauni."

I would like to know specifically whether the pipeline from Assam to Barauni is inadequate to carry crude or it is because there is a second refinery in Assam and the crude will be exported there; what is the truth about it ? The country has to know about it and let the Minister give us a specific answer.

The Minister of Petroleum and Chemicals and Mines and Metals (Dr. Triguna Sen) : Sir, in the latter half 1962, the House must be aware, during the Chinese aggression, for obvious reasons, the Government of India took two decisions, namely :

(1) To expand Barauni refinery from 2 million tonnes capacity to 3 million tonnes capacity ;

(2) To lay a pipeline between Haldia and Barauni :

(a) to pump 3 million tonnes of imported crude ; and

(b) to pump back petroleum products from Barauni to Calcutta.

Following these two decisions of the Government, orders were placed for the expansion of Barauni refinery with Russian collaboration, which was completed—as my friend has said,—in 1968, and pipelines also were laid. Now, Sir, you know everything about this. Unfortunately, in 1969;

when we took over charge, we found ourselves faced with three problems. They were One, the pipeline between Gauhati and Barauni which is supplying Barauni refinery with Naharkatia crude has capacity of about 2 million tonnes. Secondly, the pipeline between Haldia and Barauni has been so constructed that it cannot take even two million tonnes of imported crude. And, thirdly, the expansion of the third one million ton capacity at Barauni was based on the specifications of low-sulphur Naharkatia crude and no flexibility was provided to refine any crude from other sources. What are we to do? The oilfields in Naharkatia cannot produce more. Now, they are supplying to Digbhoi, Gauhati and Barauni and even though O. N. G. C. has got some crude we cannot pump it through the pipeline which can carry 2 million tonnes only. What we have decided is this: we studied the whole problem. We saw that if we had big pumping sets to take more oil from Assam to Barauni it would cost us Rs.6 crores and would—take at least 3 to 3½ years to complete that. We studied the alternative also—to utilise the existing pipeline, and pump crude from Haldia to Barauni. We have seen that it will save at least Rs.1.84 crores and the time needed also will be less. So we have taken a decision that for Barauni rostram crude should be pumped into by this existing pipeline. Secondly, I have asked the I. O. C. to go ahead with the construction of additional equipment to refine the rostram crude of ours from Persian Gulf and arrange for receiving of these Crude in Haldia, as well as in Barauni. Sir, these are the two steps which we have taken and we expect a saving of Rs.1.84 crores and within a lesser period of time we will be able to do so.

Shri S. Kundu : My first question has not been answered. However, I shall not insist on the answer. I take a chance in my second question. The hon. Minister replied that in 1969 when they came to the Ministry they could find out as to how the man-made evil has drained a lot of money from our exchequer without any purposeful investments. This Minister also may quit and another may come in. You will then find a ministry-made evil has come upon and loss will continue to be incurred. I specifically want to know from the hon.

Minister whether he will institute an enquiry as to why a proper planning was not done. As a result of this the country has to face this trouble.

My second question is as to when this additional three million capacity in the refinery will start working.

Dr. Triguna Sen : Coming to the second question first, I would say that we have given the orders to go ahead with this additional capacity. I have also mentioned that it would take us from two to two and a half years' time. I am not in the habit of running after to know as to what has happened in the past. But it is my duty to find out a way as to how to utilise the installed capacity. This is why we have taken this decision and we are going ahead with this decision.

Shri B. K. Daschowdhury : Sir, the allegation made by my hon. friend, Shri Kundu has already been admitted by the hon. Minister. It is a jugglery of the economics and a bad political decision taken in the matter of establishing Barauni Refinery.

To cover up all these things, the hon. Minister has now come out with a decision. The solution to the problem, as I have understood it, is to utilise the existing Barauni Refinery by importing one million tonne of crude oil. I would like to know whether it is a fact that in 1968 a decision was taken that by 1970-71 the crude oil, would be imported to the extent of Rs.110 crores worth of foreign exchange only; if it is so, whether this Rs.110 crores includes import of another one million tonnes of crude oil to feed the existing Barauni. I think this was sanctioned about two years ago. May I know whether very soon full utilisation of the capacity will be made use of when raw materials are available in the refinery by way of by-products, such as polyester fibre and other things. How will these be used? I would like to know and whether a petro-complex will be started there.

Dr. Triguna Sen : I cannot understand how there can be politics in the whole thing. As an emergency measure, in 1962, it was decided to expand the Barauni Refinery by using imported crude from Haldia to Barauni. The emergency arose and there was

no politics in that. Following this decision, this additional capacity of the Barauni Refinery was installed.

But, Sir, after the pipe-line had been laid, it was found that it could not carry the three million tonnes to Barauni. That is the difficulty. That is why we had to take this alternative decision. There is, therefore no politics in this and it is purely a technical and economic question. He asked about the import of crude oil. I have not understood the economics of what he has asked. You know we have got Rostam crude and we want to utilise it in our own refineries instead of importing the crude from other sources. This is a clear decision.

Shri N. R. Laskar : This is one of the glaring examples as to how the public money is wasted. Early in January 1969 the project had been completed. Up till now the Minister is unable to say when they will be able to refine the crude oil and the additional capacity will be utilised.

The hon. Minister also mentioned while answering that only additional capacity was created mainly on the Naharkatiya sulphur-based crude oil.

I do not know whether any other crude oil imported from other countries will be suitable for this expansion or not. If it is not, I think the entire structure has to be demolished and a new one built. Who was responsible for this planning and will any inquiry be held to go into this ?

Dr. Triguna Sen : Firstly, it was not a wrong planning. The reason for which this expansion was created has been explained by me twice. As nobody knew what type of imported crude would be available at that time, the only crude that was available was Naharkatiya crude. So on the specification of that crude, the refinery was expanded in Barauni. As I said, the crude that is being found out from the Naharkatiya oil field is sufficient to feed only Digboi, Gauhati and 2 million tonne capacity in Barauni. There is no more crude in the Naharkatiya oilfield. So one has to bring one million tonnes of crude to utilise the refinery fully. How this has to be done is the point. There is no politics in it.

LS 3

Since we cannot bring in by that pipe line and it costs about Rs.6 crores and will take about 3½ years to bring it from Assam, and since there is a pipeline already between Barauni and Haldia, it is easier to bring in imported crude or our own Rostam crude from Haldia to Barauni. There is nothing wrong in the planning.

श्री मधु लिमये : अध्यक्ष महोदय, मैं आपकी खिदमत में आया हूँ। मैं मन्त्री महोदय से जानना चाहता हूँ कि हल्दिया बरोनी पाइप-लाइन जब तीस लाख टन के लिए बनाने का निर्णय था तो बीस लाख टन के लिए क्यों बनी ? और आपने जो श्रीनिवास राव कमेटी नियुक्त की है उसका जो कार्यक्षेत्र है उसमें तीस लाख से घटाकर बीस लाख टन क्यों किया गया। तो क्या मन्त्री महोदय इस बात की भी जाँच करेंगे और साथ साथ बरोनी रिफाइनरी के काम काज में जो दोष है जिसका पता गंगा पाल्यूशन इन्क्वायरी कमेटी की रपट से भी चला है, तो पाइपलाइन बीस लाख टन बनाने वाले लोग या रिफाइनरी के काम काज में बाधा उत्पन्न करने वाले लोग जिनके चलते गंगा के पानी में दोष उत्पन्न हुआ, क्या इन सब लोगों को दंडित करने का काम मंत्री महोदय करेंगे या वे अपने मंत्रालय के इन आई सी एस अफसरों को पेट्रोलियम जेली की तरह बना देंगे ? तो क्या आप जरा कुछ कड़ा रख अपनायेंगे और क्या साथ साथ पाइप लाइन में भी बूस्टर पम्प लगाकर—मैं हल्दिया बरोनी पाइप लाइन की बात कर रहा हूँ—कुछ अधिक खर्चा करके तीस लाख टन तक की व्यवस्था आप कर सकते हैं ?

Dr. Triguna Sen : The report of the Ganga fire in Barauni and Government's decision thereon has been laid on the Table. He will see therefrom that we have taken necessary steps against the officer concerned.

The second question is about the pipe line between Haldia and Barauni. As I mentioned the other day during a call attention by Shri Limaya, I have not yet received the report of Shri Rao, nor have I received the report of the P. U. Committee of Parliament which is seized of this problem. I assure the House that as soon as I get those reports, I will take a decision. I am not going to spare any one if I find he is corrupt. But I must act democratically. I am not a

Hitler, nor do I like his procedures which I have seen with horror in Germany.

The third question is about the use of the booster pump to carry 3 million tonnes from Barauni to Haldia. Because we are having 2 million tonnes from Assam by our existing pipeline, it is not necessary to have another arrangement by spending some money to pump in 3 million tonnes to Barauni, but still we are studying it because if there is an emergency, we must be ready for that.

Shri Hem Barua : I have been standing to put a question. During the Question Hour and now also you do not allow. I am not putting any question any more.

Shri Hem Barua then left the House.

Mr. Speaker : That is very wrong. He forgets how many times he has been accommodated, and he only remembers one occasion when he is not accommodated. Such a mature Member should not behave like this. Please come back.

श्री कमलनयन बजाज : मंत्री महोदय ने जो जवाब दिये हैं उनमें बहुत ही महत्वपूर्ण प्रश्न उठता है। पहले जवाब में उन्होंने यह कहा था कि जो कुछ हो गया है पहले मैं उन बातों में नहीं आऊंगा। बाद में श्री मधु लिमये के जवाब में उन्होंने कहा कि यदि कोई आदमी करप्ट मिला तो वह डिमाक्रेटिक तरीके से या जैसे भी होगा उस पर ऐक्शन लेंगे। सवाल यह आता है कि 3 मिलियन टन प्रोडक्शन करने के लिये ऐडीशनल कंपसिटी लगाई गई और 2 मिलियन टन की कंपसिटी वहाँ मौजूद थी। इस में प्लेनिंग की गलती हो, कंट्रक्टर नै छोटा, पाइप दिया हो या इंजीनियर की गलती हो इन बातों में केवल मिनिस्टर बदल जाने से अगर मंत्री महोदय जाने के लिये तैयार नहीं हैं, क्योंकि वह जाते नहीं हैं, तो यदि हर बार मिनिस्टर बदल गये तो फिर पिछले पाप खुल नहीं पायेंगे और करोड़ों रुपये जनता के बरबाद होते रहेंगे

अध्यक्ष महोदय : मैं आप से एक बात कहना चाहता हूँ। मैंने पिछले दो दफे देखा कि आप भाषण करते हुए यह भूल जाते हैं कि यह क्वेश्चन अवर है। आप प्रश्न कीजिये, भाषण मत दीजिये।

श्री कमलनयन बजाज : अध्यक्ष महोदय, इस को भाषण के हिसाब से न लीजिये। यह सिद्धान्त की बात है। जैसा मंत्री महोदय ने कहा अगर यह सिद्धान्त मंजूर कर लिया गया लोक सभा में कि अगर मिनिस्टर बदल जाय तो पिछली बातों में नहीं जाना चाहिये, तो इससे बहुत खराबी पैदा हो सकती है। मैं सीधे पूछना चाहता हूँ मंत्री महोदय से कि अगर उनकी जानकारी में कोई गड़बड़ी है तो क्या वह लोक सभा में कहने के लिये तैयार हैं कि उसकी पूरी जाँच होगी और जिस किसी आदमी की गलती हो, चाहे इनएफिशिएन्सी की वजह से या करप्शन की वजह से, उसको पूरा दण्ड दिया जायेगा ?

Dr. Triguna Sen : I do not agree with his suggestion that I should first enquire why the pipeline has not been constructed according to schedule and then take action. I want to utilise the 3 million tonnes capacity quickly. As for the other thing, I am awaiting the report.

Shri R. Braua : From the reply of the hon. Minister it is apparent that the Rao Committee's report is not yet ready. He has slept over the whole thing for three years. I do not know when he would submit his report. In such a situation, I want to know how the hon. Minister wants to get out of the trouble.

Mr. Speaker : How is it relevant ?

Shri R. Barua : Some answer is necessary. Three years have already elapsed, and every time he says that the report will be submitted.

Dr. Triguna Sen : Is it the suggestion that I should appoint another enquiry committee and wait for another three years ?

Shri S. S. Kothari : The entire affair—additional capacity in Barauni, Haldia—Barauni pipeline—appears to be a case of wrong planning, mismanagement and inefficiency. As a consequence the Haldia—Barauni pipeline is not able to pump to meet the capacity, leave alone the demand for the additional capacity at Barauni for which it was not even conceived. It is for this reason that the hon. Minister said that they would use Rostam crude. Is there any clause in the contract with the other

partners in this Rostam oil exploration business that a part of it cannot be used for refining in Indian refineries? What would be our share of the total production of Rostam crude which we would be able to use? Are there any restrictive clauses and if so, what proportion can be used by India?

Dr. Triguna Sen : First I want to re-
fute that there was any political motive or
that planning was wrong. As for the latter
part of the question, Rostam crude belongs
to us—one million tonnes—and there is no
agreement with anybody that we cannot use
it for our own refinery.

श्री द्वा० ना० तिवारी : शुरू से ही बरौनी
रिफाइनरी विकिटम रही है रांग डिसिजन,
अनइमेजिनेटिव प्लेनिंग और फाल्टी एग्जिक्यूशन
की। यह तीनों बातें उसमें रही हैं शुरू से ही और
इस लिये...

अध्यक्ष महोदय : आप प्रश्न पूछिये। आप
तो खुद ही बतलाने लगे। यह मंत्री महोदय का
काम है।

श्री द्वा० ना० तिवारी : आप ने सब को
कुछ न कुछ बोलने का टाइम दिया है। मुझको
भी दीजिये। यह तीनों बातें बरौनी में रही हैं।
में जानना चाहता हूँ कि जब 2 मिलियन टन
के लिये पूरा कूड नहीं मिलता था तब क्या जरूरत
थी 3 मिलियन टन में जाने की? इतना रुपया
उसमें लगा कर उसको जैम रखने की क्या जरूरत
थी? जो पाइप-लाइन हल्दिया से बरौनी की है
उसमें 2 मिलियन टन कूड भी नहीं आ जा सकता
है तब यह सपना देखना कि इस वक्त भले ही न
हो, पीछे ठीक हो जायेगा, यह कहाँ तक जायज है?

Dr. Triguna Sen : During the Chinese
aggression it was felt necessary to expand it
to three million tonnes. There was no other
motive behind this plan.

Shri D. N. Tiwari : I am not attributing
any motive. (Interruptions)

Dr. Triguna Sen : I have said everything
without hiding anything in this whole
affair. The pipeline that is not between
Haldia and the refinery caters to one million
tonnes of the three million capacity of the
Barauni refinery and two million tonnes we
are getting from Assam. It is not necessary
to expand it further at the present mo-
ment.

Shri S. M. Krishna : The hon. Minister
says that he is not going to deal with the
past and what has happened. When the
project report in respect of additional capacity
in Barauni was prepared, did they not visu-
alise the possibility of a short fall of crude?
Who was the officer who made the project
report and what was the authority which
sanctioned this project? Has the Minister
undertaken any enquiry into this ques-
tion?

Dr. Triguna Sen : I think my hon.
friend has not understood me. I am so
sorry that my English is perhaps bad. I
explained every thing in detail. We said
that when the capacity for three million
tonnes was planned in Barauni, it was anti-
cipated that due to emergency we might
import three million tonnes for Barauni
itself. So, there was no thinking at that
time that we would get three million tonnes
from Assam. It was an alternative arrange-
ment that was made by the Government,
and rightly so, during the Chinese aggres-
sion. Now, to find out who has done this
or that, as I said, the Public Undertakings
Committee and the Enquiry Committee are
going into it. I am sure my hon. friend
does not want that I should sit and wait for
the reports to take action. The equipment
for the three million tonnes for which we
have invested about Rs.3 crores cannot
remain idle; we must take action to utilise
that; it is for that purpose that we have
taken these steps.

WRITTEN ANSWERS TO QUESTIONS

LOSS SUFFERED BY RAILWAY DUE CALCUTTA BANDH

*994. **Shri Saminathan :** Will the Mi-
nister of Railways be pleased to state :

(a) whether any assessment has been
made as to how much loss has been suffered
by the Railways due to the Calcutta Bandh
on the 16th March, 1970.

(b) If so, what was the total damage done
to the Railways; and

(c) the remedial steps taken to prevent
losses in such cases?

**The Minister of Railways (Shri
Nanda) :** (a) Yes, Sir. An assessment of the
direct loss suffered by the Railways due to

Calcutta Bandh on 17th March, 1970, has been made.

(b) Rs. 6,100.

(c) Railway Protection Force/Railway Protection Special Force are being increasingly deployed to protect Railway property and to assist the State Police in handling such situations. Closest liaison is being maintained with the State Police authorities who deal with law and order, with a view to securing their assistance.

A bill has also been introduced in the Parliament to provide for deterrent punishment for causing damage or destruction to Railway property.

Steps are also taken to project before the public the baneful effects of destruction of national assets like the Railway property.

UTILISATION OF INSTALLED CAPACITIES DRUM AND BARREL INDUSTRY

***995. Shri George Fernandes :** Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to refer to the reply given to Unstarred Question No. 2243 on the 10th March, 1970 regarding the shortage of raw material in Drum and Barrel Industry and state :

(a) whether Government would now consider making legal provisions in the interest of national economy so that existing installed capacities are fully utilised before setting up of new units in this industry ;

(b) if so, when the necessary provisions are likely to be made in this behalf ;

(c) whether the present import policy in force to issue licences for import of steel to the consumers in this industry instead of fabricators is not disastrous in the sense that the consumers, on receipt of steel sheets, supply the same to their choicest fabricators thus forcing other units to remain idle ; and

(d) if so, whether Government would now issue import licences to the fabricators only instead of the consumers on the basis of their licensed capacities so that all the

units could run their plants and are not to depend on the mercy of the consumers ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b) The Notifications of the Government dated the 19th February, 1970 and 28th February, 1970 read with the Press Note dated 13th March, 1970 will show that the policy of the Government is to ensure greater freedom and opportunity for entrepreneurs, particularly small, medium groups and newer industrialists. At the same time, licensing of additional capacity will depend on the existing installed capacity and its utilisation.

(c) and (d) At present efforts are being made to allow import of steel sheets to barrel fabricators to the extent, that, imports along with indigenous allocation would enable all the fabricators to work upto their single shift assessed capacity. The policy of granting import licences to consumers who do not have fabricating capacity has all along been recognised and it cannot adversely affect the fabricators who can also make import applications after fulfilling the necessary conditions as laid down in the Import Policy.

DISCRIMINATION IN RAILWAY FREIGHTS FOR DIFFERENT CATEGORIES OF SALT

***996. Shri R. K. Amin :** Will the Minister of Railways be pleased to state :

(a) whether it is a fact that there is a discrimination in the Railway freights in transporting salt classified in various categories ;

(b) whether this discrimination works against the interests of small manufacturers ; and

(c) if so, the reasons therefor ?

The Minister of Railways (Shri Nanda) : (a) No, Sir.

(b) and (c) In view of the answer to part (a) of the question, these questions do not arise.

**ESTABLISHMENT OF BANK OF
IMPORTED AND INDIGENOUS
RAW MATERIALS**

***997. Shri D. N. Patodia :** Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether it is a fact that the Engineering Industry has suggested to Government to establish a bank of imported and indigenous raw material so that production for export was not handicapped ; and

(b) if so, the reaction of Government thereto and the steps taken in this regard ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b). Yes Sir. S. T. C. is setting up an Industrial Raw Materials Assistance Centre (I. R. M. A. C.) for sale of raw materials to actual users and also to registered exporters so as to enable them to receive raw material replenishment off-the-shelf even before the goods have been exported.

**CONFIDENTIAL LETTER FROM RAILWAY
BOARD TO LABOUR MINISTRY
RE. GRIEVANCES OF
RAILWAY EMPLOYEES**

***1000. Shri Shashi Bhushan :** Will the Minister of **Railways** be pleased to state :

(a) whether the Industrial Disputes Act, 1947 is also applicable to the Railway employees ;

(b) whether any confidential letter has been issued by the Railway Board restraining the Labour Ministry from looking into the grievances of the Railway employees under the Industrial Disputes Act for which they have been provided permanent negotiating machinery ;

(c) whether that letter does not violate the provisions of the Industrial Disputes Act, 1947 ;

(d) whether the said letter was issued at the instance of the recognised unions to compel the employees to represent their grievances through them ; and

(e) whether it has been considered that the categorywise Association should be recognised or given negotiating facilities ?

The Minister of Railways (Shri Nanda) : (a) Yes Sir.

(b) No Sir.

(c) and (d). Do not arise.

(e) No Sir.

**INCONVENIENCE TO RAILWAY PASSENGERS
DUE TO TRAFFIC JAM ON
HOWRAH BRIDGE**

***1001. Shri Jyotirmoy Basu :** Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that due to both-way traffic jam on Howrah bridge, immense inconvenience is being caused to the Railway passengers ;

(b) whether it is also a fact that hundreds of long distance passengers miss their trains every day ; and

(c) if so, the steps taken or proposed to be taken to provide adequate facilities to those passengers ?

The Minister of Railways (Shri Nanda) : (a) It is a fact that during the morning and evening peak hours, there is sometimes 'traffic jam' on the Howrah Bridge in Calcutta, causing inconvenience to road users. Some of these road users may be persons, who have reached Howrah station by trains or intend to travel by train from Howrah station.

(b) It is not known whether any long distance passengers miss their trains on account of the 'traffic jam' on the Howrah Bridge.

(c) The responsibility for provision of road facilities, including the bridges on such roads, is that of the State Government and the City and other local Authorities. The Government of West Bengal has decided to construct a second bridge over the Hooghly.

On the basis of recommendations made by a Study Team on Metropolitan Trans-

port, set up by the Planning Commission to study the transport requirements of Calcutta, Bombay, Delhi and Madras, the Railways have set up a Metropolitan Rail Transport Organisation in Calcutta. This organisation is currently engaged on the following two items of work :

- (i) Final Location Survey and preparation of Project Report and Detailed Estimates for a Suburban Dispersal Line, from Dum Dum to Princep Ghat.
- (ii) Techno-Economic Studies for a Mass Rapid Transit System consisting of Metropolitan Railway Lines along two corridors ; one east-west between Sealdah and Howrah and the other north-south along Chittaranjan Avenue, Jawaharlal Nehru Road and Ashutosh Mukherjee Road.

These Studies and Surveys would yield data on the basis of which final decisions can be taken as regards the construction of Mass Transport facilities in the Calcutta City. This would include the facilities required for dispersing, to their destinations in the City, passengers arriving at Howrah and Sealdah stations, by the Main Line and Suburban Trains. Provision of the Mass Transport facilities in the City, would help to reduce the congestion on the roads and bridges, including the Howrah Bridge.

INDUSTRIES ENGAGED IN PRODUCTION OF LUXURY AND NON-ESSENTIAL ITEMS

*1002. **Shri Sitaram Kesri** : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether Government have drawn up a list of industries engaged in the production of luxury and non-essential items with a view to discourage investment in such fields ; and

(b) if so, the details thereof ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b). In the new licensing policy recently announced, the exemption limit from industrial licensing has been raised to Rs.1 crore, subject to certain important conditions. With a view to accelerate the rate of industrial growth and to bring about more healthy competition, it is intended that investible resources should be invested freely in different industrial sectors, subject to the constraint of foreign exchange requirements beyond marginal levels and the condition that new units and expansion of existing units belonging to the Larger Industrial Houses and by foreign companies and 'dominant' undertakings shall be regulated by licence. Government, however, are anxious that there should not be an undue flow of resources for the establishment of manufacturing capacity for non-essential or luxury goods which make a heavy draft on scarce resources and in the light of experience of working of the new policy, the question of classification of certain luxury and non-essential industries would be considered with a view to discourage further investments in these fields. In so far as non-essential and luxury industries, which are based on imported raw materials or components to a substantial extent, such cases would not be encouraged and would be dealt with suitably at the stage of licensing.

SUPPLY OF TANK-WAGONS TO OIL COMPANIES

*1003. **Shri A. Sreedharan** : Will the Minister of **Railways** be pleased to state :

(a) whether the demand of the Indian Oil Corporation and other oil companies for tank-wagons at important oil installations is being met fully by the Railways ;

(b) whether any difficulty has been experienced by the oil installations and oil supply is affected due to the non-availability of tank-wagons ; and

(c) the steps taken by Government to see that no delay is caused in the supply of tank-wagons ?

The Minister of Railways (Shri Nanda) : (a) By and large, the demand of the oil companies are being met satisfactorily. As against an anticipated increase of about 9 per cent in the growth rate in consumption of petroleum products in the country, over-all rail loading during the current busy season (October 1969 to March 1970), shows an increase of about 11 per cent as compared to the busy season of the previous year. Actual lifting of P. O. L. traffic would have been much more but for the low level of demand in the month of July to September when all the tank wagons available were not fully utilised.

(b) Occasionally owing to unforeseen changes in the source of supply, sudden fluctuations in demand and variations in the zone-wise requirements from month to month, there is some delay in meeting the revised requirements since it becomes necessary to move tank wagons from one part of the country to the other to meet the revised pattern of demand. However, special steps are taken to ensure that such delays are kept down to the minimum.

(c) A very intensive and day to day watch is kept over the movement of petroleum products. A close liaison is maintained between the Ministry of Petroleum and Chemicals and the oil companies to ensure that the requirements of oil companies are satisfactorily met. As there is an exclusive fleet for movement of petroleum products, the question of priority in supply of wagons does not arise. Besides, the despatch of petroleum tank wagons enjoys a very high priority in movement.

SUPPLY OF RUSSIAN STRUCTURALS FOR BOKARO STEEL PLANT

1006. Shri R. Barua : Will the Minister of Steel and Heavy Engineering be pleased to state :

(a) whether structurals for the Bokaro Steel Plant are being brought from Russia in spite of India's ability to manufacture the same and having an unutilised capacity of 75 per cent ; and

(b) if so, what will be the total cost on account of import of these structurals ?

The Minister of State in the Ministry of Steel and Heavy Engineering (Shri K. C. Pant) : (a) and (b). Bokaro Steel Ltd., are importing only such sophisticated structurals from U. S. S. R. as cannot be fabricated in India. Out of a total of 236,361 tonnes required for the first stage of the Plant, only 17,708 tonnes are being imported. The total cost involved is about Rs.39 million.

कागज बनाने के कारखानों का विस्तार

***1007. श्री हुकम चन्द कछवाय :** क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान वेस्ट कोस्ट पेपर मिल के निदेशक के इस आशय के वक्तव्य की ओर दिलाया गया है कि चौथी पंचवर्षीय योजना के अन्त में सरकार को कागज की भारी कमी का सामना करना होगा क्योंकि सरकार ने वर्तमान मिलों के विस्तार की अनुमति नहीं दी है ;

(ख) केन्द्रीय सरकार के पास कितने ऐसे आवेदनपत्र विचाराधीन पड़े हैं जिनमें कागज मिलों के विस्तार का अनुरोध किया गया है और ये आवेदनपत्र किस-किस तारीख से विचाराधीन पड़े हैं; और

(ग) सरकार द्वारा उन पर कब तक अन्तिम निर्णय किये जाने की सम्भावना है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद) :

(क) जी, हाँ।

(ख) और (ग). उद्योग (विकास तथा विनियमन) अधिनियम, 1951 के अन्तर्गत मौजूदा कारखानों के विस्तार के लिये क्रमशः 12-3-1970 और 18-3-1970 से केवल दो आवेदनपत्र विचाराधीन हैं। इन पर शीघ्र ही निर्णय किये जाने की सम्भावना है।

हिन्दुस्तान मशीन टूल्स द्वारा विदेशों में पुर्जो जोड़ने के संयंत्रों की स्थापना

*1008. श्री रामाबतार शास्त्री : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार हिन्दुस्तान मशीन टूल्स लिमिटेड द्वारा विदेशों में पुर्जो जोड़ने के संयंत्रों की स्थापना करने संबंधी एक योजना के बारे में विचार कर रही है ;

(ख) यदि हाँ, तो तत्संबंधी व्यौरा क्या है ; और

(ग) सरकार का विचार उक्त योजन को कब से क्रियान्वित करने का है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कल्लूहीन अली अहमद) (क) तथा (ख) : हिन्दुस्तान मशीन टूल्स लि० विदेश में एक सहयोजन संयंत्र की स्थापना करने के प्रस्ताव पर विचार कर रहा है जिससे विदेशी ग्राहकों की विशिष्ट आवश्यकताओं, माल देने के तिथियों तथा विशिष्ट विवरण के मशीनी औजारों एवं सहायक पुर्जों की आवश्यकताओं की पूर्ति की जा सके।

(ग) प्रस्ताव प्राप्त हो जाने पर सरकार इस पर विचार करेगी। इसका कार्यान्वयन कम्पनी द्वारा सरकार की स्वीकृति प्राप्त होने के पश्चात् किया जाएगा और इस समय यह बता सकना सम्भव नहीं है कि प्रस्ताव का वास्तविक कार्यान्वयन कब तक होगा।

SETTING UP OF PHOSPHORUS PLANT AT BHAVNAGAR

*1009. Dr. Sushila Nayar :

Shri S. M. Krishna :

Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether there is any proposal under consideration of Government to set up a Phosphorus Plant at Bhavnagar ;

(b) if so, the time by which this Plant will be set up ;

(c) whether any collaboration with any foreign country has been sought ;

(d) the time by which the production will start and the annual production capacity fixed at present ; and

(e) the financial implications thereof ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) No, Sir. However, one project is under implementation in private sector at Bhavnagar.

(b) That plant is likely to be set up by the middle of next year.

(c) No, Sir.

(d) Production in that plant is likely to start by the end of 1971 and the capacity of the plant would be 5,000 tonnes per annum.

(e) The total capital outlay on this project is said to be Rs. 1 crores out of which foreign exchange expenditure would be Rs.13.5 lakhs. The project, after implementation, would eliminate the imports of phosphorus resulting in the direct saving of foreign exchange on its imports to the extent of about Rs.36 lakhs every year.

SETTING UP OF A PIG IRON COMPLEX BY DURGAPUR PROJECTS LTD.

*1010. Shri Virendrakumar Shah : Will the Minister of Steel and Heavy Engineering be pleased to state :

(a) whether the West Bengal Government had approached the Central Government for obtaining financial assistance for the proposed scheme of setting up a pig iron complex by the Durgapur Projects Ltd. ;

(b) whether the Government of India expressed inability to extend any financial assistance to West Bengal over and above whatever was promised and cleared by the Planning Commission ;

(c) whether the West Bengal Government had sounded the Government of Czechoslovakia for assistance and the latter has agreed to accept deferred payment, repayable by import of products from India ; and

(d) if so, the details of progress made by the West Bengal Government with regard to the said project and Government's reaction thereto ?

The Minister of State in the Ministry of Steel and Heavy Engineering (Shri K. C. Pant) : (a) No, Sir.

(b) Does not arise.

(c) and (d). Government of West Bengal have not reported any such discussion to the Government of India. In fact, all such negotiations with a foreign Government have to be conducted through the Central Government.

मध्य प्रदेश के पिछड़े क्षेत्रों में उद्योगों की स्थापना

*1011. श्री ग० च० दीक्षित : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ उद्यमियों ने मध्य प्रदेश के पिछड़े क्षेत्रों में इस शर्त पर उद्योग स्थापित किये हैं कि उन्हें पाँच वर्षों के लिए आयाकर तथा अन्य सम्बन्धित शुल्कों में रियायत दी जायेंगी, और

(ख) यदि हाँ, तो उनके द्वारा किस स्थान पर तथा किस प्रकार के उद्योग स्थापित किये गये हैं ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फलहदीन अली अहमद) :

(क) योजना आयोग द्वारा गठित दो कार्यकारी दल, जो पिछड़े क्षेत्रों की पहचान हेतु माप-दण्डों के निर्धारण के लिए, और पिछड़े क्षेत्रों के उद्योगों की स्थापना के हेतु वित्तीय तथा राजकोषीय प्रोत्साहनों की सिफारिश करने के लिए गठित किये गये थे, उनकी सिफारिशों पर विचार करने पर सरकार का ऐसे नये एककों

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की स्थापना के लिए, जिनकी अचल आस्तियाँ 50 लाख रु० से अधिक न हों उन्हें सीधे ही उनकी कुल अचल आस्तियाँ के 10 प्रतिशत के तुल्य अनुदान देने का प्रस्ताव है। यह रियायतें 9 प्रदेशों के दो-दो जिलों को और अन्य प्रदेशों तथा संघीय क्षेत्रों के एक-एक जिले को उपलब्ध होगी। चुने हुए क्षेत्रों में ऐसी नई योजनाओं तथा परियोजनाओं के मामलों पर जिन को लगाने के लिए 50 लाख रुपये से अधिक पूँजी के विनियोजन की आवश्यकता हो गुणावगुण के आधार पर विचार किया जायेगा। मध्य प्रदेश तथा अन्य राज्यों के औद्योगिक दृष्टि से पिछड़े क्षेत्रों का निर्धारण अभी किया जाना है और इस विषय पर राज्य सरकारों तथा संघीय राज्य प्रशासनों से प्रचार-चार हो रहा है। अतः मध्य प्रदेश के पिछड़े क्षेत्रों में प्रस्तावित रियायतों तथा प्रोत्साहनों से लाभान्वित होने वाला कोई उद्योग स्थापित नहीं हुआ है।

(ख) प्रश्न ही नहीं उठता।

PRODUCTION BY INSTRUMENTS PLANT, KOTA

*1012. Shri S. K. Tapuriah : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) the total annual output of the Instruments Plant at Kota which is being run with the Russian collaboration ;

(b) whether it is manufacturing machinery for chemical industry, steel projects and thermal power stations ; and

(c) its contribution *vis-a-vis* development of industry in the Fourth Plan ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) Instrumentation Limited, Kota commenced commercial production on the 25th September, 1968. The value of production in 1968-69 and 1969-70 has been reported as Rs. 42 lakhs and Rs.2.03 crores (provisional), respectively.

(b) and (c). The Plant is presently manufacturing process control instruments to

meet the instrumentation system needs of Steel and Thermal Power Projects on a near turn-key basis. The inclusion of pneumatic instruments in its diversification scheme would make the Plant an integrated project for meeting the growing needs of Fertiliser and Chemical Plants.

LICENSED CAPACITY OF OIL BARREL FABRICATORS

*1013. **Shri S. M. Banerjee** : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to refer to the reply given to Starred Question No. 44 on the 24th February, 1970 regarding the licensed capacity of oil barrel fabricators and state :

(a) whether the capacities of the Industrial Containers Ltd., and Steel Containers Ltd., were assessed on the time and motion study before Government undertook assessments of all the units in the Industry during 1964 ;

(b) if so, in which year these capacities were assessed and what were the results of the assessments of their capacities ; and

(c) when the Estimates Committee have recommended to take action against the fabricators who have illegally and unauthorisedly expanded their capacities and created fresh capacity, the reasons why Government are making unusual delay in taking action against them and in revoking their capacities as provided in the Industries (Development and Regulation) Act, 1951 ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b). No, Sir.

(c) Government's views have been communicated to the Estimates Committee with regard to the various recommendations made in the 85th Report. Further action will be taken on receipt of further recommendations of the Estimates Committee in this regard.

FIRE TO A CARRIAGE OF A SECUN- DERABAD BOUND SUBURBAN TRAIN BY TELENGANA AGITATORS

*1014. **Shri Chengalraya Naidu** : Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that a carriage of a Secunderabad bound suburban train was burnt down by the Telengana agitators on the 14th March, 1970 ;

(b) if so, the number of persons injured ; and

(c) the total loss suffered by the Railways in this regard ?

The Minister of Railways (Shri Nanda) : (a) Yes, Sir. The incident occurred on 15th March, 1970 and not on 14th March, 1970.

(b) No one was injured.

(c) Rs.15,000 approximately.

INSPECTION TOUR BY RAILWAY MINISTER

*1015. **Shri R. K. Birla** : Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that he travelled in Third Class in the Kalka Mail from Delhi to Ghaziabad recently *in cognito* and has seen himself the conditions of the third class bogies and has inspected the Ghaziabad Railway station ;

(b) whether it is also a fact that he has visited the Railway colonies in Delhi ; and

(c) if so, whether he is proposing to undertake such *in cognito* inspection of other Railway stations and colonies in the country ?

The Minister of Railways (Shri Nanda) : (a) Yes, Sir. The journey was from Ghaziabad to Delhi.

(b) Yes, Sir.

(c) That is my intention.

तीसरे दर्जे में यात्रा करने वालों के लिये अधिक डिब्बों की आवश्यकता

*1016. श्री शिव चरण लाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान देश में तीसरे दर्जे में यात्रा करने वाले व्यक्तियों द्वारा रेलगाड़ियों में स्थान के सम्बन्ध में अनुभव की जाने वाली कठिनाइयों की ओर दिलाया गया है ;

(ख) यदि हाँ, तो क्या विदेशों को सवारी डिब्बों की सप्लाई अस्थायी रूप से स्थगित करने का और प्रत्येक रेलगाड़ी के साथ कम से कम दो प्रतिरिक्त सवारी डिब्बे जोड़ने का विचार है जिससे रेलगाड़ियों में तीसरे दर्जे में यात्रा करने वाले लोगों को स्थान मिल सके ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे-मंत्री (श्री नन्दा) : (क) श्रीमान्, हमें पता है कि कुछ मुख्य मार्गों पर उन गाड़ियों में तीसरे दर्जे में भीड़-भाड़ रहती है जिनके चालन समय को यात्री आमतौर पर तर्जिह देते हैं।

(ख) रेल इंजनों की क्षमता के अनुसार मुख्य मार्गों की इन विशिष्ट गाड़ियों में अधिक से अधिक डिब्बे लगाये जा रहे हैं। गाड़ियों में सवारी डिब्बों की संख्या 13 से बढ़ाकर 16 करने के लिए जहाँ-कहीं सम्भव है, भारी डीजल अथवा बिजली रेल इंजनों की व्यवस्था की गयी है। जहाँ मार्ग की सभी गाड़ियाँ पूरी भरी हुई चलती हैं, वहाँ खण्ड की क्षमता और टर्मिनल क्षमता की कमी के कारण भी प्रतिरिक्त गाड़ियाँ नहीं चलायी जा रही हैं।

(ग) पूर्ण सवारी डिब्बों के निर्यात के लिए अभी तक कोई आर्डर नहीं मिला है।

APPOINTMENT OF LOCAL PEOPLE FOR LOWER CATEGORIES IN RAILWAY JOBS

*1017. **Shri P. C. Adichan** : Will the Minister of **Railways** be pleased to state :

(a) whether the general policy of Government to recruit local people for the

lower categories of job is followed in the Railways also ;

(b) if so, what categories of posts are reserved for local recruitments in the Railways and in the various undertakings under his Ministry ; and

(c) if no reservation is made for local recruitments, the reasons for the departure from the general policy in respect of Railways ?

The Minister of Railways (Shri Nanda) : (a) to (c). Posts are not reserved for the local people. However the procedure for recruitment of non-gazetted Class III staff to categories whose scales of pay do not rise above Rs.375 and of Class IV staff, is so designed as to attract mostly local persons. With this end in view, publicity for recruitment to such posts in Class III categories is made through newspapers commonly read in the area and through local Employment Exchanges. So also, vacancies in Class IV are publicised by local Railway offices and notified to local Employment Exchanges and to the Associations of Scheduled Castes and Scheduled Tribes.

INVESTIGATION BY COMMISSION OF INQUIRY RE. GRANT OF A LICENCE TO SET UP FERTILISER PLANT IN GOA

*1018. **Shri Shiva Chandra Jha** : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state whether the grant of licence to set up a fertiliser plant in Goa has been included in the terms of reference of the Commission of Inquiry appointed to go into the affairs of large industrial houses and, if not, the reasons thereof ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : A statement is laid on the Table of the House.

STATEMENT

A copy of the Government notification dated the 18th February, 1970 announcing the terms of reference and composition of the Commission of Inquiry which is to go

into instances of irregularities, lapses or improprieties referred to in the Report of the Industrial Licensing Policy Inquiry Committee which have allegedly taken place to the advantage of the Large Industrial Houses and also into certain specific allegations against the Birla Group of concerns was laid on the Table of the House as an enclosure to the answer given to Unstarred Question No. 245 on 24th February, 1970. Although the matter relating to the grant of a licence for the Goa Fertilizer Project has not been specifically included in the terms of reference of the Commission, it (the Commission) would inquire into the circumstances in which a predominant share was obtained by the Large Industrial Houses in various industries including fertilizers. The Commission has also been authorised to inquire into and report on such other allegations or matters which may come to its notice, being matters connected with or arising out of the matters referred to in its terms of reference.

साइकिल रिक्शाओं के लिये आटो-इंजनों का निर्माण

***1019. श्री राम स्वरूप विद्यार्थी :**
श्री वंश नारायण सिंह :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा सभवाय-कार्य मंत्री आटो-इंजन साइकिल रिक्शा के बारे में 25 नवम्बर, 1969 के अति-राश्रित प्रश्न सं० 1237 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या साइकिल रिक्शाओं के लिये आटो-इंजन बनाने हेतु मेसर्स हिन्द साइकिल लिमिटेड, बम्बई को आवश्यक लाइसेंस दिया गया है,

(ख) क्या यह सच है कि स्कूटर तथा स्कूटर रिक्शा निर्माता साइकिल रिक्शाओं के लिए आटो-इंजन न बनाने देने के लिए सरकार पर दबाव डाल रहे हैं जिससे उनके उत्पादनों की बिक्री और उनके द्वारा अर्जित किये जाते वाले अत्यधिक लाभ पर कोई विपरीत प्रभाव न पड़े, और

(ग) यदि नहीं, तो क्या मेसर्स हिन्द साइकिल लिमिटेड, बम्बई को निर्माण कार्य शीघ्र प्रारम्भ करने के लिये कहने का विचार है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा सभवाय-कार्य मंत्री (श्री फलरूद्दीन अली अहमद) :
(क) मेसर्स हिन्द साइकिल लि०, बम्बई को मार्च, 1967 में आटो-रिक्शा तथा ट्रायियों में लगने वाले गैसोलीन इंजनों के निर्माण की अनुमति दी गई थी।

(ख) जी, नहीं।

(ग) फर्म पहले से ही उत्पादन कर रही है।

विशेषज्ञ दलों द्वारा ईराक की यात्रा

***1020. श्री रघुवीर सिंह शास्त्री :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे ने हाल में दो विशेषज्ञ दल ईराक भेजे थे;

(ख) यदि हाँ, तो उक्त प्रत्येक दल की ईराक सरकार के अधिकारियों के साथ हुई वार्ता का व्यौरा क्या है ;

(ग) उसके क्या परिणाम निकले; और

(घ) इन यात्राओं पर भारत सरकार ने कितना व्यय किया ?

रेलवे मंत्री (श्री नन्दा) : (क) से (घ). बगदाद से आबू कमाल तक 400 किलोमीटर लम्बी रेलवे लाइन बिछाने के लिए प्रारम्भिक व्यावहारिकता एवं लागत अध्ययन के सम्बन्ध में जनवरी, 1970 में विदेश व्यापार और रेल मंत्रालयों ने ईराकी सरकार के प्रतिनिधि मण्डल से दिल्ली में विचार-विमर्श किया था। इस विचार-विमर्श के फलस्वरूप यह निश्चय किया गया कि यह अध्ययन भारतीय रेल के अधिकारियों द्वारा किया जायेगा। तदनुसार 8 अधिकारियों का एक पर्यवेक्षक दल और क्षेत्र-

दल मार्च, 1970 के अन्तिम सप्ताह में ईराक रवाना हुआ। ये अधिकारी ईराकी सरकार के अधिकारियों से विचार-विमर्श करने और व्यावहारिकता एवं लागत अध्ययन करने के लिए आवश्यकतानुसार भिन्न-भिन्न अवधियों में अधिक से अधिक चार महीने ईराक में रहेंगे। अध्ययन पूरा हो जाने के बाद ही इसके परिणामों का पता लगेगा। इस परियोजना के निष्पादन में भारत के भाग लेने के प्रश्न पर भी अध्ययन के पूरा होने के बाद ही विचार किया जायेगा।

इस अध्ययन पर भारत सरकार द्वारा लगभग 1.05 लाख रुपये खर्च किये जायेंगे। इसमें अधिकारियों का वेतन और उनका अन्तर्राष्ट्रीय मार्ग-व्यय शामिल है।

DEATH DUE TO CONSUMPTION OF TODDY AND ILLICIT LIQUOR

6229. **Shri Baburao Patel** : Will the Minister of **Law and Social Welfare** be pleased to state :

(a) the total number of persons who died after consuming toddy and illicit liquor, State-wise, during 1969 ;

(b) the names of poisonous substances and chemicals detected in toddy and illicit liquor seized ;

(c) the steps taken by Government to prevent poisoning in toddy and liquor ; and

(d) if no steps have been taken, the reasons therefor ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. Shrimati Phulrenu Guha) : (a) to (d). Information is being collected and will be laid on the Table of the House in due course.

CASHEW PROCESSING FACTORIES IN INDIA

6230. **Shri Baburao Patel** :

Shri Raghuvir Singh Shastri :

Will the Minister of **Industrial Develop-**

ment, Internal Trade and Company Affairs be pleased to state :

(a) the total number of cashew processing factories in India, the quantity and value of cashew processed annually in these factories during the last three years ;

(b) whether it is a fact that 72 factories in Kerala closed down recently owing to paucity of imported raw cashew, rendering 34,038 workers idle ;

(c) if not, the reasons for their closure ;

(d) the total quantity and value of raw cashew annually imported during the last three years and the names of countries from where it is imported ; and

(e) whether any steps have been taken by Government to ensure smooth working of the cashew processing factories and, if so, the details thereof and, if not, the reasons therefor ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) The estimated number of cashew factories in India is 273. The quantity and value of cashew processed during the last 3 years is approximately as under :

Year	Quantity (estimated)	Value (estimated)
	Tonnes	Rs.
1967-68	2,40,000	4,765 lakhs
1968-69	2,79,000	6,700 „
1969-70	2,05,000	5,630 „

(April to February)

(b) and (c). The Government of Kerala have reported that seventy two cashew factories were closed down during the last three years and 34,038 workers are without employment. Cashew industry is dependent on imported raw cashew nuts for more than 70 per cent of its requirements and the

closure resulted mainly due to disurbance in the pattern of import trade of raw cashew nuts.

(d) The total quantity and value of raw cashew annually imported during the last three years is as under :

Year	Imports of raw cashew	
	Quantity	Value
	Tonnes	Rs.
1967-68	1,68,318	2,508 lakhs
1968-69	1,95,528	3,138 „
1969-70 (April to Feb.)	1,42,845	2,396 „

India has been importing raw cashew nuts from Tanzania, Mozambique and Kenya.

(e) The following steps have been taken to ensure smooth working of the cashew factories :

- (i) It has been decided that banks would open letters of credit for 100 per cent of the value of raw cashew nuts imported to India to ensure normal flow of import of raw nuts ;
- (ii) A sub-committee of the Consultative Committee of Parliament for the Ministry of Foreign Trade has been formed to recommend steps to be taken for increasing cashew production with a view to reducing dependence on imported nuts.

SETTING UP OF TANNERY AT JIND WITH BULGARIAN COLLABORATION

6231. **Shri Baburao Patel** : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) the salient details of the agreement to set up tannery at Jind in Haryana with Bulgarian collaboration ;

(b) the value and nature of machinery proposed to be imported from Bulgaria for this purpose ;

(c) the number and names of existing tanneries, State-wise, and whether they are indigenous or with foreign collaboration ; and

(d) if so, the extent of foreign collaboration in each tannery ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b). A proposal to set up a Tannery at Jind in Haryana State with Bulgarian Collaboration submitted to the Government was not found *prima facie* acceptable and the applicant has been advised accordingly. A revised proposal is awaited.

(c) and (d). A Statement showing the number and names of 59 tanneries State-wise borne on the registers of the Directorate General of Technical Development during 1969-70 is laid on the Table of the House. [Placed in Library. See No. LT-3191/70]. Out of these, two units belonging to Messrs Bata Shoe Company Pvt. Ltd., a fully owned subsidiary and Messrs. I. E. C. Ltd., Calcutta with equity participation of the order of Rs. 1.25 lakhs (not exceeding 45½ per cent of the paid up capital) have got foreign collaboration.

Besides, there are quite a large number of small scale and cottage tanning units complete information in respect of which is not available.

SINGLING OUT OF TOP BUSINESS HOUSES

6232. **Shri Baburao Patel** : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether it is a fact that 20 top business houses have been debarred from participating in certain industries and manufacturing activities under the new Industrial Licensing Policy ;

(b) if so, the names of the business houses and the industries prohibited in each case with reasons for singling them out thus ;

(c) whether this policy of singling out some business houses, without their being on the black list, is likely to be considered ultra vires of the Constitution on grounds of discrimination ; and

(d) the period for which this policy will be in existence and the reasons therefor ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b).

In accordance with the changes in industrial licensing policy announced recently, undertakings belonging to or controlled by the 20 Larger Industrial Houses, as classified by the report of the Industrial Licensing Policy Inquiry Committee, as well as foreign concerns would require a licence for setting up an undertaking or for substantial expansion, irrespective of the size of investment involved, whereas undertakings other than those falling under these categories have been given certain exemptions from licensing up to an investment level of Rs.1 crore, subject to certain conditions.

The undertakings belonging to or controlled by the 20 Larger Industrial Houses which will thus require a licence have been listed as the first-tier concerns in Appendix II-A(1) to the report of the Industrial Licensing Policy Inquiry Committee.

The Larger Industrial Houses as well as foreign concerns will be expected, along with other applicants, to participate in and contribute to the establishment of industries in the core and heavy investment sectors, leaving the opportunities in the remaining sectors primarily to other classes of entrepreneurs. In areas other than core and the heavy investment sectors, licence applications from undertakings belonging to or controlled by the larger industrial houses and foreign concerns shall be considered for normal expansion, where such expansion is necessary to develop to a minimum economic level which would ensure cost efficiency. In these areas other

undertakings will be given special consideration and licences will be issued to them liberally.

These measures have been taken primarily with a view to prevent concentration of economic power and also to ensure more broad-based entrepreneurship and management control in different sectors of industry.

(c) No, Sir.

(d) The policy will be in existence till it is specifically changed or modified. It is not possible to indicate any precise period at this stage.

DEVELOPMENT OF SMALL SCALE INDUSTRIES IN RAJASTHAN

6233. Shri R. K. Birla : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether the Central Government have formulated any scheme for the further development of small, scale industries in Rajasthan which is a backward State ; and if so, the details thereof ; and

(b) whether any survey has been made in this respect, and, if so, the details thereof ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) The Government of India do not formulate specific schemes for development of small scale industries in the States since this responsibility rests with the State Governments.

(b) Industrial surveys have been conducted by the Development Commissioner (Small Scale Industries) (in collaboration with the State Directorate of Industries) in Alwar, Banswara, Bharatpur, Bikaner, Gangangar, Jhalawara, Jhmyernagar, Pali Blulwara, Selsar, Sriganganagar and Udaipur.

Based on these surveys, the possibility of setting up small scale industries in Fruit Preservation, Agricultural implements,

Ready made Garments, Hosiery, Tannery and Shoe manufacture, Woollen Carpets and Synthetic cattle feed has been suggested.

करों के कारण माल की बिक्री में कमी

7234. श्री जगेश्वर यादव : क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इस वर्ष बजट प्रस्ताव में जिस माल पर उत्पादन शुल्क बढ़ाया गया है उक्त माल की बिक्री में कमी हो गई है; और

(ख) यदि हाँ, तो उक्त माल का व्यौरा क्या है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री (श्री कलश्रहीन अली अहमद) :

(क) और (ख). माल की बिक्री पर उत्पादन शुल्क में वृद्धि अथवा कमी करने से ही नहीं बल्कि बाजार में स्टॉक की स्थिति, माँग का विशेष समय में अधिक होना तथा मूल्य स्तर आदि जैसे अन्य विशिष्ट कारणों से भी प्रभाव पड़ा है। ऐसा कोई ठोस साध्य नहीं है जिसमें किसी भी विशिष्ट माल की बिक्री में उत्पादन कर बढ़ा देने से ही कमी हुई है।

INCREASE IN INCIDENCE OF INTERFERENCE OF RUNNING OF TRAINS AND TICKETLESS TRAVELLING BETWEEN DELHI AND REWARI

6235. **Shri Ram Kishan Gupta :** Will the Minister of Railways be pleased to state :

(a) whether there has been an alarming increase in the number of public interference in the running of train services and ticketless travelling between Delhi and Rewari ; and

(b) if so, steps proposed to be taken to stop such practices ?

The Minister of Railways (Shri Nanda) : (a) No.

(b) Intensive checks are launched from time to time to keep the incidence of such interference and ticketless travel under check.

REACTION OF RAILWAY UNIONS TO THE INTRODUCTION OF COMPUTERS AND AUTOMATION IN RAILWAY OFFICES

6236. **Shri M. S. Murti :** Will the Minister of Railways be pleased to state :

(a) whether the introduction of computers and automation in the Railway Offices has been done in consultation with the recognised unions ;

(b) if so, whether both the Railway unions agreed to this introduction ; and

(c) if not, what was their reaction to it ?

The Minister of Railways (Shri Nanda) : (a) Yes.

(b) and (c). The All India Railwaymen's Federation was opposed to the introduction of automation. The National Federation of Indian Railwaymen however, reserved their views.

FUNDS FOR TRIBAL DEVELOPMENT BLOCKS

6237. **Shri Z. M. Kahandole :** Will the Minister of Law and Social Welfare be pleased to state :

(a) whether it is a fact that Government have no funds to spend in the tribal development blocks ;

(b) if so, the reasons therefor ; and

(c) the steps taken by Government to improve the situation ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. Shrimati Phulrenu Guha) : (a) to (c). Financial allocations in accordance with the schematic pattern have been made.

**BROAD GAUGE LINE FROM
MANMAD TO MALEGAON
(CENTRAL RAILWAY)**

6238. **Shri Z. M. Kahandole** : Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that the people have been for the last many years, demanding the construction of a broad gauge Railway line between Manmad and Malegaon on the Central Railway in Nasik district ;

(b) if so, whether the Administration has enquired into this popular demand ;

(c) the cost estimate of this project ; and

(d) the time by which the work on this project would start ?

The Minister of Railways (Shri Nanda): (a) to (d). Engineering and Traffic Surveys for a new line from Manmad to Nardhana *via* Malegaon carried out in 1946-47 had revealed that the line will not be financially remunerative. Hence the proposal was dropped. The line may cost about Rs.12 crores at present and is not likely to be remunerative. Due to paucity of funds, it is not possible to consider the construction of this line at present.

**SCOOTERS FROM GOVERN-
MENT QUOTA**

6239. **Shri S. D. Somasundaram** : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to refer to the reply given to Unstarred Question No. 2213 on the 2nd December, 1969 regarding scooters from Government quota and state :

(a) whether it is a fact that the reallocation of the Central quota of Scooters amongst the various categories has been reviewed ;

(b) if so, the time by which the delivery of Scooters will be made to the applicants who have submitted applications on the usual last date and the last date of extended period in the year 1969 for the various categories of the staff ; and

(c) if not, the time likely to be taken to review the reallocation of the Central quota ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) Yes, Sir.

(b) The approximate period by which time the allotment of scooters will be made to applicants who have submitted applications upto the end of February 1969 and during the extended period upto 30th April 1969 is given on the next page.

(c) Does not arise.

STATEMENT

List no.	Category	Approximate waiting period			
		Vespa		Lambretta	
		Applications received till 28th February, 1969	Applications received during March-April, 1969	Applications received till 28th February, 1969	Applications received during March-April, 1969
I	Officers drawing salary of Rs. 900 p.m. and above.	1½ Years	1½ Years	All applications received during 1969 have been covered.	
II	Executive Officers drawing salary between Rs.500 and 899.	1½ „	2½ „	½ Years	½ Years
III	Non-executive drawing salary between Rs.500 and 899.	2½ „	3½ „	1 „	1 „
IV	Executive Officers drawing salary between Rs.300 and Rs.499.	3 „	5 „	½ „	1 „
V	P. A.'s personal staff attached to officers of the Status of Joint Secretary and above.	¾ „	1½ „	¾ „	½ „
VI	Medical Officers	½ „	¾ „	½ „	¾ „
VII	Non-executive Officers drawing salary between Rs.350 and Rs.499.	5½ „	Over 6 Years.	1½ „	2½ „

MISAPPROPRIATION OF FUNDS OF
M/S BENGAL POTTERIES
LTD., CALCUTTA

6240. **Shri Chandra Shekhar Singh :** Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether the Company Affairs Department has investigated into the alleged misappropriation of the funds of Messrs. Bengal Potteries Ltd., Calcutta by their Managing Agents in their own favour and in favour of the Sole Selling Agents and the kith and kins of the Managing Agents in the form of huge commissions and remunerations during the past few years, resulting in shrinking profits and ultimate loss, despite their products enjoying a sellers market ;

(b) if so, when and the results thereof ;

(c) if the reply to part (a) above be in the negative, the reasons therefor ; and

(d) when the investigation will be carried out ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (d). No investigation into the affairs of Bengal Potteries Limited, Calcutta has so far been ordered under sections 235 or 237 (b) of the Companies Act, 1956 and no such proposal is presently under consideration. Information is however being collected in regard to the allegations.

COMPLAINTS OF MISMANAGEMENT
AND EXPLOITATION FROM SHARE-
HOLDERS OF M/S BENGAL
POTTERIES LTD. CAL-
CUTTA

6241. **Shri Chandra Shekhar Singh :** Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether the Department of Company Affairs has received any complaints of mismanagement and exploitation from the share-holders of Messrs. Bengal Potteries Ltd., Calcutta ;

(b) if so, the exact nature of complaints received by Government ;

(c) the action Government contemplate to take in the matter ; and

(d) if the reply to part (c) above be in the negative, the reasons therefor ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (d). The information is being collected and it will be laid on the Table of the House.

**ANNUAL ACCOUNTS OF MESSRS
BENGAL POTTERIES LTD.,
CALCUTTA**

6242. Shri Chandra Shekhar Singh : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether the attention of the Department of Company Affairs has been drawn to the latest Balance Sheet and Statement of Accounts of Messrs. Bengal Potteries Ltd., Calcutta for the period ending the 30th June, 1969 ;

(b) whether the said Balance Sheet of this Company shows increased expenses on personnel, increased commission or remuneration to Managing Agents despite a huge loss and also despite their products commanding a sellers market ; and

(c) if so, the action Government propose to take in the matter to safeguard the shareholders' interest in the said Company ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (c). Necessary information is being collected and will be laid on the Table of the House.

**APPOINTMENT OF MANAGING DIRECTOR
IN MESSRS BENGAL POTTERIES
LTD., CALCUTTA**

6243. Shri Chandra Shekhar Singh : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether the Department of Company Affairs has received any application for

approving the name of Shri G. K. Bhagat as the Managing Director Messrs. Bengal Potteries Ltd., Calcutta with effect from the 3rd April, 1970, consequent to the abolition of the Managing Agency of this firm from April, 1970 ;

(b) if so, what salary and other benefits in monetary terms were proposed by the company ;

(c) under what conditions Government have approved it and the likely salary and other benefits in monetary terms that would be given to the above named individual ; and

(d) whether any consideration was given to the fact that the huge salary and other benefits, as proposed by the Company, were too much in excess for a small Company like this one and was highly prejudicial to the interest of the shareholders ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) Yes, Sir.

(b) The company has proposed to pay to Shri G. K. Bhagat a remuneration consisting of a salary of Rs.7,500 p. m., $\frac{1}{2}$ per cent, guarantee commission on the loans guaranteed by him, Provident Fund and Superannuation Fund at 25 per cent of the salary, gratuity @ $\frac{1}{2}$ months salary for each year of service, furnished residential accommodation, use of company's transport, medical benefits subject to a maximum of Rs.15,000 for every three years, one month leave each year, telephone, personal accident insurance, sitting fee, leave travel concession, entertainment expenses and membership of two clubs.

(c) and (d). The proposal is still under examination.

**ENQUIRY INTO PRICE STRUCTURE
OF VESPA SCOOTERS**

6244. Shri Nitiraj Singh Chaudhary : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether, in pursuance of the assurance given by the Minister of State in the Ministry of Finance during the course of his reply on the 20th December, 1969 to

the debate on the Demands for Supplementary Grants (General) 1969-70, any enquiry has since been made into the question of price structure of the Vespa Scooters ;

(b) if so, the result thereof ; and

(c) in case no enquiry has been made in the matter, the reason therefor ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b). On a complaint alleging that the manufacturers of Vespa Scooters were over charging customers in respect of certain items like Central Sales Tax, Transit Risk Insurance, packing and forwarding charges, spare wheel, pillion seat, foot rest, etc., the price structure of the Vespa Scooters was examined in respect of these items in consultation with the Cost Accounts Branch of the Ministry of Finance. The cost examination revealed that, while the manufacturers were not overcharging the customers in the case of Central Sales Tax, State Sales Tax, octroi, freight, plastic bottle and spare wheel with tyre, in respect of items like pillion seat, foot rest and packing and forwarding charges, the amounts charged were on the high side. In the case of transit risk insurance also, the realisations from the customers during the year 1967-68 and 1968-69 were slightly more than the actual amounts paid as premium to the insurance companies. The manufacturers were, therefore, asked to reduce the prices charged for foot rest and pillion seat and the amount charged on account of packing and forwarding by Rs.39 per scooter. They were also asked to make a suitable reduction in the amount of Rs.6 charged as transit risk insurance from the customers, after taking into account the excess amount charged during the two years mentioned above.

(c) Does not arise.

अन्वमान और निकोबार द्वीप समूह द्वारा अन्तर-राष्ट्रीय युवक समारोह में भाग लेना

6245. श्री बंश नारायण सिंह :

श्री हुकम चन्द कछवाय :

क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार इस मामले की ओर ध्यान देगी कि अन्वमान और निकोबार द्वीप समूह की ओर से अन्तराष्ट्रीय युवक समारोह में भाग लेने वालों में श्रीमती वीणा चौवल भी थी और वह एक ऐसे अधिकारी की पत्नी है, जिसका शिक्षा विभाग से कोई सम्बन्ध नहीं है ;

(ख) क्या यह सच है कि उस पर होने वाले सारे खर्च को शिक्षा विभाग ने वहन किया और यदि हाँ, तो उस पर कुल कितना खर्च हुआ ;

(ग) क्या यह भी सच है कि उसे दिल्ली से हावड़ा तक राजधानी एक्सप्रेस से यात्रा करने का टिकट दिया गया था जबकि अन्य युवकों और विद्यार्थियों को अन्य गाड़ियों से यात्रा करने के लिये कहा गया था ; और

(घ) यदि उसने विद्यार्थियों के साथ दिल्ली तक यात्रा की थी, तो वापसी यात्रा उनके साथ न करने के क्या कारण हैं और सरकार का इस बारे में क्या कार्यवाही करने का विचार है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फूलरेणु गुह) :(क) श्रीमती वीणा चौवल को अन्वमान तथा निकोबार द्वीप राज्य समाज कल्याण सलाहकार बोर्ड ने अक्टूबर-नवम्बर, 1969 में नई दिल्ली में हुए अन्तराष्ट्रीय बाल मेले में भाग लेने के लिये भेजा था ।

(ख) नहीं, श्रीमान ।

(ग) जिस विशिष्ट रेल गाड़ी से मेले में भाग लेने वाले अन्य लड़कों तथा विद्यार्थियों ने दिल्ली से हावड़ा तक का सफर किया था, उसमें उपयुक्त स्थान न मिलने के कारण श्रीमती चौवल ने राजधानी एक्सप्रेस से यात्रा की थी ।

(घ) यह सूचना एकत्रित की जा रही है तथा सभा पटल पर रख दी जाएगी ।

AGREEMENT WITH U. S. S. R. FOR PROVIDING ASSISTANCE TO MANUFACTURE INSTRUMENTS FOR CHEMICAL PLANTS

6246. Shri S. M. Krishna :

Dr. Sushila Nayar :

Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether it is a fact that a protocol was signed between the Government of India and U. S. S. R. during the first week of March, 1970 in New Delhi for providing assistance to manufacture instrumentations for chemical plants in the country ; and

(b) if so, the terms of the agreement ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b). A group of Soviet experts headed by the Deputy Minister of the Ministry of Instrumentation of U. S. S. R. visited Instrumentation Ltd., Kota, in February-March 1970 and reviewed the progress of the Plant, its economy and perspective plan for further development. At the end of the discussions, a protocol was signed in New Delhi on the 6th March, 1970. According to the protocol, in order to provide sufficient load for the production capacities available at the plant and to meet the requirements in diversified range of products for the fertiliser and chemical industries, the Soviet side confirmed its agreement to provide for manufacture at the Kota Plant, when required, new types of pneumatic instruments, functional blocks, transmitters and controllers. Design documents and other facilities of training of Indian specialists in the plants in the U. S. S. R. and deputation of Soviet specialists would be agreed to between the Kota plant management and the Soviet authorities.

1970-71 के बजट प्रस्तावों की घोषणा के पश्चात वस्तुओं के मूल्य में वृद्धि
6247. श्री ओंकार लाल बेरवा :

श्री रामगोपाल शाल वाले :

श्री प० ला० बारूपाल :

क्या औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि संसद में 1970-71 के बजट की घोषणा के तुरन्त पश्चात वनस्पति धी के व्यापारियों ने अपने स्टॉक की बिक्री रोक दी थी ;

(ख) क्या यह भी सच है कि अन्य खाद्य वस्तुओं के मूल्यों में भी इसी प्रकार वृद्धि कर दी गई है ; और

(ग) यदि हाँ, तो संसद में वित्त विधेयक के पास होने से पूर्व जिन व्यापारियों ने खाद्य वस्तुओं के मूल्यों में वृद्धि कर दी है उनके विरुद्ध सरकार ने क्या कार्यवाही की है ?

औद्योगिक विकास, आन्तरिक व्यापार तथा समवाय कार्य मंत्री (श्री फखरुद्दीन अली अहमद) : (क) सरकार को व्यापारियों द्वारा स्टॉक के दबाने की कोई सूचना नहीं है।

(ख) 21 फरवरी, 1970 से 21 मार्च 1970 की अवधि में आने वाले सप्ताहों में खाद्य पदार्थों के थोक मूल्य के सूचकांक दिखाने वाला एक विवरण संलग्न है।

(ग) सरकार निगाह रखे हुए है और सरकार जो भी आवश्यक कार्यवाही होगी करेगी।

विवरण

(आधार 1961-62=100)

क्र० सं०	वस्तु का नाम	21-2-70	28-2-70	7-3-70	14-3-70	21-3-70
1.	चावल	191.1	191.1	191.3	192.2	191.9
2.	गेहूँ	228.7	229.7	236.2	237.5	229.8
3.	चना	286.4	289.7	294.4	298.0	293.1
4.	दालें	243.9	245.6	251.2	256.4	254.8
5.	दूध	202.2	200.5	211.3	210.6	212.3
6.	खाद्य तेल	214.5	216.6	222.5	217.4	224.6
7.	वनस्पति	177.8	178.5	183.7	183.7	188.0
8.	अण्डे	149.4	146.7	146.0	147.7	147.7
9.	मछली	273.8	266.3	266.7	284.5	274.3
10.	मांस	175.7	179.8	184.4	184.4	179.8
11.	चीनी	157.8	157.8	153.8	153.8	153.8
12.	खण्डसारी	167.7	167.2	169.5	169.5	169.9

स्त्रोत: अधिक परामर्शदाता का कार्यालय

**DISRUPTION OF TRAIN SERVICE
ON HOWRAH-KHARAGPUR
SECTION (SOUTH-EASTERN
RAILWAY)**

6248. Shri Naval Kishore Sharma :
Will the Minister of Railways be pleased to state :

(a) whether it is a fact that train services on the Howrah-Kharagpur section of the South Eastern Railway were disrupted because of the attacks by the passengers on the Railway Guard on the 12th March, 1970 ;

(b) if so, the steps taken to prevent recurrence of such incidents ; and

(c) whether any action was taken against the miscreants and, if so, what and, if not, the reasons therefor ?

The Minister of Railways (Shri Nanda) : (a) Yes.

(b) All trains on the section are being run with R. P. F. and Police armed guards.

(ii) Security arrangements by the Government Railway Police have been strengthened. The State Government of West Bengal have taken additional security measures by way of escorting important night passenger trains, introducing armed patrolling and setting up of special camps in affected areas.

(iii) Railway Protection Force re-inforcement has also been given to the Government Railway Police, West Bengal, to augment their arrangements.

(iv) Strict instructions have also been issued to the Railway Protection Force staff, on duty in yards or station platforms for guarding railway property, to rush to the scene of crime and render all possible help to the victims.

(v) Railways on their part bring all such incidents immediately to the notice of the State Governments/-State Police authorities for seeking

their timely intervention for bringing the offenders to book and for restoration of normal conditions. Ministry of Home Affairs are also apprised of the situation from time to time, whenever necessary. Railway Administrations also do their best to meet the reasonable demands of passengers.

(vi) Opportunity is also taken through the press and other publicity media to explain the Railways' view point and seek the co-operation of the saner elements amongst the commuters and other members of the society.

(c) On this incident, the G. R. P./Kharagpur have registered a case u/s. 143/342/307/379 I.P.C., and 128 I.R.A. which is under investigation.

राज्य विधान परिषदों की सदस्यता में वृद्धि

6249. श्री रघुबीर सिंह शास्त्री :

श्री नि० रं० सास्कर :

श्री जेगलराया नायडू :

श्री बन्धुपाणि :

श्री सीताराम केसरी :

श्री गार्डिलिंगन गोड :

क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि कुछ राज्यों ने अपनी राज्य विधान परिषदों की सदस्य संख्या में वृद्धि करने का अनुरोध किया है; और

(ख) यदि हाँ, तो उन राज्यों के नाम क्या हैं और इस बारे में सरकार ने क्या निर्णय किया है ?

बिधि मंत्रालय और समाज कल्याण विभाग में उपमंत्री (श्री मु० यूनस सलीम) : (क) जी, हाँ।

(ख) महाराष्ट्र और तमिल नाडु राज्य सरकारों ने अनुरोध किया है कि उनकी अपनी राज्य विधान परिषदों की सदस्य संख्या बढ़ाई

जाए। यह विनिश्चय किया गया है कि इस प्रस्थापना पर अभी कोई कदम न उठाया जाए।

भारत में औद्योगिक सूचना केन्द्र की स्थापना

6250. श्री शिव कुमार शास्त्री :

श्री आत्म दास :

क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि संयुक्त राष्ट्र औद्योगिक विकास संगठन भारत में औद्योगिक सूचना केन्द्रों की स्थापना के लिये सहयोग देने के लिये तैयार हैं;

(ख) क्या यह भी सच है कि इसके परिणामस्वरूप भारतीय व्यापार की क्षमता और कार्यकुशलता में भारी वृद्धि होगी; और

(ग) यदि हाँ, तो उक्त केन्द्रों की स्थापना कहाँ कहाँ की जायेगी और इसके परिणाम स्वरूप भारतीय उद्योग में किस प्रकार परिवर्तन होगा?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लूद्दीन अली अहमद) : (क) संयुक्त राष्ट्र औद्योगिक विकास संगठन ने 1971 की नई परियोजनाओं की भविष्यवाणी में एशिया तथा सुदूर-पूर्व के देशों को औद्योगिक जानकारी तथा प्रलेख के क्षेत्र में तकनीकी सहायता करने की व्यवस्था की है। फिर भी, न तो यह विशेष रूप से भारत के लिए है और न ही भारत ने इस मामले में संयुक्त राष्ट्र औद्योगिक विकास संगठन से कुछ कहा ही है।

(ख) और (ग) : प्रश्न ही नहीं उठते।

जम्मू तथा काश्मीर की वन सम्पदा पर भारत रूस करार

6251. श्री महाराज सिंह भारती : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) जम्मू तथा काश्मीर की वन सम्पदा का आधुनिक तरीकों से लाभ उठाने के लिये भारत सरकार और रूस के बीच हुए समझौते का ब्यौरा क्या है; और

(ख) क्या सरकार देश के अन्य भागों की वन सम्पदा के बारे में भी ऐसे समझौते करने का विचार कर रही है?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लूद्दीन अली अहमद) : (क) रूसी विशेषज्ञों के एक दल ने औद्योगिक इस्तेमाल हेतु सप्लाई करने, जिसमें लुग्दी तथा कागज का निर्माण करना शामिल है के लिए मशीनों से लट्ठों के लाट लादने तथा इमारती लकड़ी लाने से जाने की विस्तृत योजना तैयार करके जम्मू तथा काश्मीर राज्य में वन सम्पदा का लाभ उठाने की संभावनाओं का पता लगाने के लिए नवम्बर और दिसम्बर 1969 में भारत का दौरा किया। सोवियत प्राधिकारियों को इसके बास्ते 72,000 रु० दिए गए थे।

(ख) अभी नहीं, श्रीमान्।

NATIONALISATION OF GROUNDNUT OIL MILLS IN GUJARAT

6253. **Shri Yashpal Singh :** Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether the State Government of Gujarat have been permitted to nationalise the Groundnut Oil Mills ;

(b) whether the opinion of the legal experts was obtained before tendering the advice to the State Government ; and

(c) if so, whether a copy of the advice will be placed on the Table of the House ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) No, Sir.

(b) and (c). Do not arise.

बिहार में हरिजनों के लिये मकानों का निर्माण

6254. श्री क० सि० मधुकर : क्या विधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार में सरकार द्वारा हरिजनों तथा अन्य भूमिहीन लोगों के लिये बनाये गये मकानों की संख्या अन्य राज्यों की तुलना में बिल्कुल नगण्य है ;

(ख) यदि हाँ, तो चालू वित्तीय वर्ष में और चौथी योजना की अवधि में बिहार में सरकार द्वारा हरिजनों तथा भूमिहीन व्यक्तियों के लिये कितने मकान बनाने का विचार है और इस सम्बन्ध में अब तक कितनी प्रगति हुई है ;

(ग) क्या इस सम्बन्ध में खण्ड स्तर पर कोई योजना क्रियान्वित करने का सरकार का विचार है; और

(घ) यदि हाँ, तो उपर्युक्त योजना कब तक और किस रूप में क्रियान्वित करने का विचार है ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० (श्रीमती) फूलरेणु गुह):
(क) से (घ). यह सूचना राज्य सरकार से एकत्रित की जा रही है तथा प्राप्त होते ही सभा पटल पर रख दी जाएगी।

गढ़वाल क्षेत्र को पिछड़ा क्षेत्र घोषित करना और वहाँ मध्य निषेध लागू करना

6255. श्री अर्जुन सिंह भदौरिया : क्या विधि तथा समाज कल्याण मंत्री गढ़वाल क्षेत्र को पिछड़ा क्षेत्र घोषित करने और वहाँ मध्य निषेध लागू करने के बारे में 18 नवम्बर, 1970 के अतारंकित प्रश्न संख्या 216 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या इस बीच राज्य सरकार से अपेक्षित जानकारी एकत्रित कर ली गई है ;

(ख) यदि हाँ, तो उसका व्यौरा क्या है; और

(ग) यदि नहीं, तो विलम्ब के क्या कारण हैं ?

विधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० (श्रीमती) फूलरेणु गुह):
(क) हाँ, श्रीमान।

(ख) उत्तर प्रदेश की सरकार ने हाल में पौड़ी गढ़वाल तथा देहरी गढ़वाल जिलों में 1 अप्रैल, 1970 से पूर्ण मध्य निषेध लागू करने का निश्चय किया है। पौड़ी गढ़वाल इस राज्य के अधिक पिछड़े पहाड़ी जिलों में से है।

(ग) प्रश्न नहीं उठता।

CLAIMS FILED IN LAW COURTS AGAINST DIFFERENT RAILWAYS

6256. Shri Yajna Datt Sharma :

Shri Hardayal Devgun :

Shri Jai Singh :

Will the Minister of Railways be pleased to state :

(a) the number of claims filed in law courts against the different Railways during the last three years for claiming damages ;

(b) the number of claims decided in favour of, and against, the Railways ;

(c) the total amount paid as damages by the Railways ; and

(d) the extent of damages suffered due to the negligence of the Railways staff and the extent to which the loss was incidental ?

The Minister of Railways (Shri Nanda)^(a) (b) (ii)

Number of suits filed against the railway in respect of compensation claims in.

Number of cases decreed against the railways in

<i>Railway</i>	1967-68	1968-69	1969-70 (upto 31-12-69)
Central ..	2,787	2,386	2,164
Eastern	2,474	3,244	2,667
Northern	2,490	2,310	1,885
North Eastern ..	1,794	1,867	1,374
Northeast Frontier	1,214	1,363	996
Southern	991	1,407	1,183
South-Central ..	397	545	496
South-Eastern ..	2,421	2,464	1,674
Western ..	1,449	1,982	1,477
Total ..	16,017	17,568	13,916

(b) (i)

Number of court cases decided in favour of the railways in

<i>Railway</i>	1967-68	1968-69	1969-70 (upto 31-12-69)
Central ..	218	229	85
Eastern	351	217	93
Northern	590	654	184
North-Eastern ..	143	134	99
Northeast Frontier	284	237	165
Southern	170	152	144
South-Central ..	170	15	33
South-Eastern ..	539	486	429
Western ..	254	359	112
Total ..	2,719	2,483	1,344

<i>Railway</i>	1967-68	1968-69	1969-70 (upto 31-12-69)
Central ..	151	120	69
Eastern	338	636	427
Northern	273	273	233
North Eastern ..	519	316	273
Northeast Frontier	716	533	425
Southern	75	142	107
South Central ..	83	92	53
South Eastern ..	605	625	424
Western ..	230	208	192
Total ..	2,990	2,945	2,203

(c)

Amount paid as damages by the railways as decreed by Courts, in

<i>Railway</i>	1967-68	1968-69	1969-70 (upto 31-12-69)
	Rs.	Rs.	Rs.
Central ..	14,12,910	14,32,765	9,64,994
Eastern ..	10,90,645	13,58,415	9,11,319
Northern	7,35,487	9,50,837	8,84,117
North Eastern	4,96,475	5,95,191	8,58,662
Northeast Frontier	9,22,420	8,46,077	6,40,721
Southern	4,06,832	4,65,261	4,64,119
South Central	2,52,392	3,38,727	3,39,633
South Eastern	11,71,948	13,01,486	8,26,704
Western	6,83,702	6,46,300	7,45,894
Total ..	71,72,811	79,35,059	66,36,163

(d) The information is being collected and will be laid on the Table of the House.

अप्रप्रेडेड हेड सिगनेलरों (उत्तर रेलवे) को वेतन की बकाया राशि देना

6257. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर रेलवे मुख्यालय, नयी दिल्ली के महा प्रबन्धक (पी०) के दिनांक 12 मई, 1966 के आदेश संख्या 754 ई०/71/पार्थ (ई० आई० वी०) द्वारा दस हेड सिगनेलरों का पद दर्जा बढ़ाये जाने के परिणाम स्वरूप अप्रैल 1957 से लेकर वेतन की बकाया राशि देने के सम्बन्ध में एक आदेश जारी किया गया है ;

(ख) यदि हाँ तो क्या मुरादाबाद, दिल्ली, फिरोजपुर, लखनऊ, इलाहाबाद, डिब्रोजनों में अप्रप्रेडेड हेड सिगनेलरों के मामले में वेतन की बकाया राशि का भुगतान कर दिया गया है ; और

(ग) यदि नहीं, तो उसके क्या कारण हैं और इस सम्बन्ध में विलम्ब क्यों किया जा रहा है ?

रेलवे मंत्री (श्री नन्दा) : (क) से (ग). सूचना इकट्ठी की जा रही है और और सभा-पटल पर रख दी जायेगी ।

गोरखपुर (पूर्वोत्तर रेलवे) में नियुक्त प्रथम तथा द्वितीय श्रेणी के अधिकारियों का स्थानान्तरण

6258. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) गोरखपुर (पूर्वोत्तर रेलवे) में सेवानिवृत्त प्रथम तथा द्वितीय श्रेणी के राजपत्रित अधिकारियों की संख्या कितनी है :

(ख) उनमें ऐसे अधिकारियों के नाम क्या हैं जो तीन वर्ष से अधिक समय से उसी स्थान पर काम कर रहे हैं ; और

(ग) गृह-कार्य मंत्रालय के आदेशों के बावजूद उन्हें स्थानान्तरित न करने के क्या कारण हैं ?

रेलवे मंत्री (श्री नन्दा) : (क) से (ग). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी ।

गोरखपुर (पूर्वोत्तर रेलवे) में 'ए' ग्रेड गाड़ों की नियुक्ति

6259. श्री मोलहू प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पूर्वोत्तर रेलवे में डिब्रिजनीकरण प्रणाली लागू किये जाने के पश्चात् गोरखपुर 'ए' ग्रेड के गाड़ों का मुख्यालय बन गया है ; और

(ख) यदि हाँ, तो इन गाड़ों को गोरखपुर में अब तक नियुक्त न करने का क्या कारण है ?

रेलवे मंत्री (श्री नन्दा) : (क) और (ख). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी ।

SURVEY FOR LUDHIANA-CHANDIGARH-JAGADHARI RAILWAY LINE

6260. **Shri Shri Chand Goyal :** Will the Minister of Railways be pleased to state :

(a) whether any survey has been conducted for the Ludhiana-Chandigarh-Jagadhari Railway line ;

(b) if not, how Government have come to the conclusion that it will not be an economically profitable line ; and

(c) whether there is any other scheme before Government to bring Chandigarh on the new Railway line and, if so, the details thereof ?

The Minister of Railways (Shri Nanda) : (a) and (b). A Traffic Survey carried out in 1957-58 had revealed that the Ludhiana-Chandigarh-Jagadhari line will not be financially remunerative.

(c) No.

**ALLEGED RAPE OF A WOMAN BY A
TICKET COLLECTOR IN WAIT-
ING ROOM AT HARDA STATION
(CENTRAL RAILWAY)**

6261. Shri Baburao Patel : Will the Minister of Railways be pleased to state :

(a) the name, salary and seniority of the Railway Ticket Collector who raped a young woman in the Waiting Room at Harda Station recently ;

(b) whether the residents of Harda observed a hartal as a protest against this incident ;

(c) how did the incident occur and the details of action taken against the Ticket Collector ;

(d) if no action has been taken in the matter, the reasons therefor ;

(e) the reasons why the man was not handed over to the police straightway for prosecution under Sections 375 and 376 of the Indian Penal Code ; and

(f) whether any action under above Sections is going to be taken and, if so, when ?

The Minister of Railways (Shri Nanda) : (a) Name : Shri Riaz Khan,

Salary : Rs.110 per month.

Date of 5th July, 1967.
appointment.

(b) Yes.

(c) On 28th February, 1970, a lady passenger, who was travelling alone by 5 Dn.-Punjab Mail, was over carried and detained at Harda. She was taken to the Ladies Waiting Room by Shri Riaz Khan, Ticket Collector on duty in the 19.00 to 07.00 hrs. shift. At about 05.30 hrs. on hearing some cries coming from the Ladies Waiting Room, the Assistant Station Master and two others rushed to the spot and found the above mentioned lady passenger in the bath room. On being questioned, she disclosed that she was raped by the above named Ticket Collector, who was

traced in the bath room of the General Waiting Room.

(d) to (f). The Government Railway Police, Harda registered the offence under section 376 I.P.C., on 28th February, 1970, against the Ticket Collector and arrested him the same day. The Ticket Collector was also placed under suspension by the Railway authorities.

**INSISTANCE OF FOREIGN COLLABO-
RATORS FOR FOREIGN CON-
SULTANCY SERVICE**

6262. Shri Suraj Bhan :

Shri Sharda Nand :

Shri Kanwar Lal Gupta :

Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether it is a fact that in some cases, foreign collaborators insist on foreign designs for their consultancy service ; and

(b) if so, the names of those foreign collaborators in which Government have agreed for foreign consultancy services ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b). The technological know-how obtained through foreign collaboration arrangements is based on the designs and processes being used by the foreign collaborators or as may have been developed by the foreign unit if it is not a manufacturing concern. In some of the projects, apart from the process and manufacturing know-how thus obtained, certain specific consultancy engineering services are also required which are sought to be obtained from abroad. Government policy in this regard is that such consultancy engineering services as are available within the country should be fully utilised and that foreign consultancy services should only be obtained in fields where this is not indigenously available to an adequate extent. Each foreign collaboration proposal involving the employment of foreign consultancy services is carefully examined

with a view to excluding the import of such designs and engineering services as can be satisfactorily rendered by consultancy organisations within the country. With a view to give fullest scope to indigenous consultancy engineering units, it has been decided that even in fields where such facilities are not indigenously available, Indian consultancy organisations should be nevertheless associated with such projects from the beginning. Since the consultancy element in many foreign collaboration proposals is furnished as a part of the technological know-how and cannot be separately identified except where foreign consultancy organisations are specifically to be employed, information regarding all cases where foreign consultancy services have been permitted is not available.

ABSORPTION OF CASUAL LABOURERS IN INDIAN RAILWAYS

6263. Shri G. Y. Krishnan : Will the Minister of Railways be pleased to state :

(a) the number of casual labourers who have completed five years or more of continuous service in each Zonal Railway ;

(b) whether Government have received any representation regarding such casual labourers employed in Samalkot (South Central Railway) ; and

(c) whether there is any proposal under consideration of Government to treat the casual labourers who have completed continuous service of five years and more on a monthly basis with all the benefits ?

The Minister of Railways (Shri Nanda) : (a) A statement is laid on the Table of the House. [Placed in Library. See No. LT-3192/70].

(b) Yes.

(c) Instructions already exist that casual labour who have put in six months continuous service on works other than Projects, should be afforded temporary status, whereby they become entitled to

all the rights and privileges (including pay and allowances), as admissible to temporary railway servants.

EXPENDITURE ON WELFARE OF SCHEDULE CASTES/SCHEDULED TRIBES

6264. Shri G. Y. Krishnan : Will the Minister of Law and Social Welfare be pleased to state :

(a) the total expenditure incurred by Government on the welfare of the Scheduled Castes and Scheduled Tribes during the last three years and the break-up thereof ; and

(b) the total expenditure incurred by Government on the various voluntary and social organisations working for the good of the Scheduled Castes, Scheduled Tribes and other Backward classes with the break-up thereof ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. Shrimati Phulrenu Guha) :

(a) Total expenditure incurred on the Welfare of Scheduled Castes and Scheduled Tribes during each of the years (1967-68 to 1969-70) is as follows :

Year	(Rs. in lakhs)		
	Scheduled Tribes	Scheduled Castes	Total
1967-68	1023.17	975.96	1999.13
1968-69	1064.82	1052.71	2117.53
1969-70*	1010.72	126.49**	1137.21

(b) The amounts released directly by the Government to various voluntary and social organisations working for Scheduled Castes, Scheduled Tribes and other Back-

* Estimated figures.

** Excludes provision made by the Ministry of Finance under Block Grants under State Sector (Plan).

ward Classes during the last three years 1967—70 are as follows :

(Rs. in lakhs)

Year	Sch. Tribes	Sch. Castes	Other Back-ward (STs. Classes SCs. OBCs. & Others)	Com-bined	Total
1967-68	8.82	8.09	2.63	5.65	25.19
1968-69	10.37	8.39	2.70	5.58	27.04
1969-70	12.33	10.67	0.81	8.98	32.79

ग्वालियर-भिड़ छोटी लाइन खंड (मध्य रेलवे) पर स्टेशनों पर पानी तथा बिजली की व्यवस्था

6265. श्री यशवन्त सिंह कुशवाह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मध्य रेलवे की ग्वालियर-भिड़ छोटी लाइन खण्ड के स्टेशनों पर यात्रियों के पानी पीने की कोई व्यवस्था नहीं है और इन स्टेशनों पर रात्रि के समय पूर्ण अन्धकार रहता है क्योंकि वहाँ पर लगे हुये लैम्प जलाये नहीं जाते और इस प्रयोजन के लिये सप्लाई किया गया तेल बाजार में बेच दिया जाता है व रेलवे प्राधिकारियों के घरों में प्रयोग किया जाता है; और

(ख) क्या सरकार ने किसी जिम्मेदार अधिकारी द्वारा इस मामले की जाँच करवाने को कोई व्यवस्था की है ?

रेलवे मंत्री (श्री नन्दा) : (क) जी नहीं। ग्वालियर-भिड़ छोटी लाइन खण्ड के सभी स्टेशनों पर पीने के पानी की व्यवस्था की गयी है सिवाय तीन हाटों के जिनका परिचालन ठेकेदारों द्वारा किया जाता है।

इन सभी स्टेशनों पर रोशनी की पर्याप्त व्यवस्था है और और तेल के दुरुपयोग का कोई मामला नोटिस में नहीं आया है।

(ख) सवाल नहीं उठता।

आगरा के निकट विद्यार्थियों द्वारा टिकट निरीक्षण कर्मचारियों को पीटा जाना और डिब्बों में आग लगाया जाना

6266. श्री यशवन्त सिंह कुशवाह :

श्री रवि राय :

श्री रमेश चन्द्र व्यास : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हाल ही में आगरा के निकट बिना टिकट के यात्रा करने वाले विद्यार्थियों के एक दल ने दो डिब्बों को आग लगा दी थी और निरीक्षण कर्मचारियों को पीटा था ;

(ख) इस प्रकार की गुण्डागर्दी को रोकने के लिये रेलवे प्रशासन द्वारा क्या कार्यवाही की जा रही है; और

(ग) क्या सरकार किसी ऐसी योजना पर विचार कर रही है जिसके अन्तर्गत बिना टिकट यात्रा करने वाले विद्यार्थियों को शिक्षा विभाग ढण्ड दे सके ?

रेलवे मंत्री (श्री नन्दा) : (क) जी हाँ, 18-3-70 को।

(ख) इस घटना के बाद प्रांतीय सशस्त्र पुलिस तथा सरकारी रेलवे पुलिस द्वारा मिलकर उस क्षेत्र में 15 दिन तक गश्त लगायी गयी। आगरा जिले के सभी रेलवे स्टेशनों पर चौकसी रखी जा रही है। रात को चलने वाली सवारी गाड़ियों में सरकारी रेलवे पुलिस के सशस्त्र कर्मचारी तैनात किये जाते हैं। आसूचना इकट्ठी करने के लिए सादे कपड़ों में कर्मचारियों को तैनात किया गया है।

(ग) जी नहीं।

RECOMMENDATIONS OF RAILWAY ACCIDENTS INQUIRY COMMITTEE (1968) RE. SIGNALLING STAFF

6267. Shri Deven Sen : Will the Minister of Railways be pleased to state :

(a) whether the recommendation of the Railway Accidents Inquiry Committee (1968) made in para 141, part II of its

Report to the effect that the question of recruitment, training and grades of signalling staff call's for an urgent decision, has been accepted ;

(b) if so, the steps taken by Government in this matter ; and

(c) whether Government have taken any decision with regard to "grades" which were recommended specially for urgent consideration ?

The Minister of Railways (Shri Nanda) : (a) Yes.

(b) and (c). The matter is under active consideration.

RECOMMENDATIONS OF RAILWAY ACCIDENTS INQUIRY COMMITTEE (1968)

6268. Shri Deven Sen : Will the Minister of Railways be pleased to state :

(a) whether the recommendations of the Railway Accidents Inquiry Committee (1968), as contained in Paras 186, 187, 217, 218, 373 and 374 of its report, have been accepted by the Railway Ministry ; and

(b) if so, the action taken so far in this regard and what further action Government propose to take in the matter ?

The Minister of Railways (Shri Nanda) : (a) The observations and recommendations contained in paragraphs referred to in the question are summarised in items 75(i) and (ii), 83(i) and (ii) and 153(i) to (iii) of the Summary of observations and recommendations in Chapter XVII of Part II of the report of the Railway Accidents Inquiry Committee-1968. The views of the Ministry of Railways (Railway Board) on the various observations and recommendations contained in the above report have been set out in a printed pamphlet copies of which were laid on the Table of the House on the 24th February, 1970.

Of the above observations and recommendations, item 83(i) is merely an observation which does not call for any action. Items 75(i) and (ii), 83(ii) and 153(i) have

been accepted. Items 153(ii) and (iii) are still under examination.

(b) Necessary action has already been initiated on the accepted recommendations along the lines indicated in the pamphlet containing the 'Views of the Ministry of Railways (Railway Board)'. Implementation of these recommendations will be watched.

NON-PAYMENT OF UNHEALTHY CITY ALLOWANCE TO RAILWAY EMPLOYEES AT BARBIL, BOLARI, BANSPURA AND DEOGARH (SOUTH EASTERN RAILWAY)

6269. Shri G. C. Naik : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that the Railway employees at Barbil, Bolari, Banspura and Deogarh Railway Stations on the South Eastern Railway have not been paid unhealthy City Allowance since 1961 ;

(b) if so, the reasons therefor ; and

(c) whether Government have received any report from the Labour Enforcement Officer, Barbil for the payment of unhealthy city allowance to the Railway employees ?

The Minister of Railways (Shri Nanda) : (a) and (b). Orders have since been issued for payment of Bad Climate Allowance to the Railway Servants stationed at Barbil, Banspani, Deojarh and Bolani-Khadan with effect from 1st November, 1965 viz. the date from which the continuance of the allowance was last reviewed by the Government. There are no railway stations named Bolari and Banspura.

(c) The matter has not been brought to the notice of the Railway Ministry.

NON-RUNNING ROOM FACILITY ALLOWANCE TO RELIEFING TRANSPORTATION STAFF

6270. Shri Shashi Bhushan : Will the Minister of Railways be pleased to state ;

(a) whether it is a fact that the running staff are being paid non-running room facility allowance at the rate of Rs.2.50 after the stay of 4 hours at that station ;

(b) whether such type of allowance is not paid to the Relieving Transportation staff, i.e., Relieving Assistant Station Masters, where no relieving lodges are provided; and

(c) if so, the reasons therefor ?

The Minister of Railways (Shri Nanda): (a) to (c). The duties of Running staff are connected with the movement of trains. The duties of relieving Transportation staff are not comparable with those of Running staff and, therefore, separate set of rules in respect of Travelling Allowance, Rest Facilities, Running allowance etc. exists for Running staff and non-Running staff. In accordance with these rules, Running staff (who are not paid Travelling Allowance or Daily Allowance as in the case of non-Running staff) are entitled to Running Room Facilities or to an allowance in lieu thereof.

RULES RE TEMPORARY POSTING OF LEAVE RESERVE AND RELIEVING ASSISTANT STATION MASTERS ON NORTHERN RAILWAY

6271. Shri Shashi Bhushan: Will the Minister of Railways be pleased to state :

(a) whether it is a fact that Leave Reserve Assistant Station Masters/Relieving Assistant Station Masters are entitled to T. A. for 60 days at one station and are being paid in all the Divisions vide Rule 205(2) (iii) of the Establishment Code, Volume I ;

(b) if so, the reason why they are temporarily posted against vacancies which are likely to continue upto 60 days in the Delhi Division ;

(c) whether it is also a fact that the Railway Board has not framed any rule regarding temporary posting of the Leave Reserve Assistant Station Masters/Relieving Assistant Station Masters ;

(d) whether it is further a fact that no temporary postings are being done in other Divisions of the Northern Railway ; and

(e) if so, the reasons why the Leave Reserve Assistant Station Masters/Relieving Assistant Station Masters are temporarily posted in the Delhi Division ?

The Minister of Railways (Shri Nanda): (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

DEFERMENT OF INCREMENTS OF STATION MASTERS AND ASSISTANT STATION MASTERS OF DELHI DIVISION (NORTHERN RAILWAY)

6272. Shri Shashi Bhushan : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that some Station Master's and Assistant Station Masters in the Delhi Division of Northern Railway are officiating in the Grade of Rs.250—380 (pending selection on administrative grounds) ;

(b) whether it is a selection post and, if so, the reason why no selection has been held for the last five years ;

(c) if no selection was held, the reason why the employees are being penalized by putting back their increment dates when they avail their earned leave ;

(d) whether it amounts to withholding of increment permanently and clearly violates Rule No. 608 of the Indian Railway Establishment Manual ; and

(e) the action the Railway Administration proposes to take against the officials who disregard the Railway Board's orders in this respect ?

The Minister of Railways (Shri Nanda): (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

DIRECT TRAIN SERVICE BETWEEN BOMBAY AND MANGLORE

6273. **Shri Om Prakash Tyagi :**
Will the Minister of Railways be pleased to state :

(a) whether the attention of Government has been drawn to the fact that the entire Konkan area is becoming backward as compared to other areas on account of the absence of a direct train service between Bombay and Mangalore ;

(b) whether it is a fact that the Bombay—Mangalore Railway line would prove economical also ;

(c) if so, whether Government would consider the question of constructing a direct line between Bombay and Mangalore ; and

(d) if not, the reasons therefor ?

The Minister of Railways (Shri Nanda):(a) to (d). A detailed traffic survey with an Engineering Reconnaissance Survey for the Apta-Mangalore line via the Konkan region is being taken up and would be completed as speedily as possible. Further consideration to the project will be given after the surveys are completed and the results thereof become known.

**डिबाई रेलवे स्टेशन (उत्तर रेलवे)
पर कर्मचारियों के क्वार्टरों को
बिजली की सप्लाई**

6274. **श्री ओम प्रकाश त्यागी :** क्या रेलवे मंत्री डिबाई रेलवे स्टेशन (उत्तर रेलवे) पर कर्मचारियों के क्वार्टरों को बिजली सप्लाई करने के बारे में 16 दिसम्बर, 1969 के अंतरांकित प्रश्न संख्या 4128 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) अलीगढ़-चन्दौसी लाइन पर डिबाई रेलवे स्टेशन के कर्मचारियों के क्वार्टरों में बिजली लगाने के लिये कितने घन की आवश्यकता है ;

(ख) क्या यह सच है कि इस प्रयोजन के लिये काफी बड़ी राशि की आवश्यकता नहीं है परन्तु इन क्वार्टरों में बिजली लगाने का मामला

स्थानीय उच्च अधिकारियों ने आत्म-सम्मान का विषय बना लिया है और घन की कमी केवल एक बहाना है ; और

(ग) यदि हाँ, तो उपर्युक्त क्वार्टरों में कब तक बिजली लगाने का विचार है ?

रेलवे मंत्री (श्री नन्दा) : (क) और (ख). डिबाई रेलवे स्टेशन पर कर्मचारियों के 13 क्वार्टरों में बिजली नहीं लगी है, और इनमें बिजली लगाने के लिए लगभग 9,000 रुपये अपेक्षित हैं। डिबाई स्टेशन पर कर्मचारियों के मकानों में बिजली लगाने के लिए अपेक्षित घन के प्रश्न पर अलग से विचार नहीं किया जा सकता। सही स्थिति यह है कि केवल उत्तर रेलवे में ही इस समय लगभग 29,000 क्वार्टर ऐसे हैं जिनमें बिजली लगाने के लिए पर्याप्त घन उपलब्ध नहीं है। इसलिए, इसे प्रतिष्ठा का प्रश्न नहीं बनाया गया है।

(ग) पुराने मकानों में बिजली लगाने का काम तेजी से हो रहा है और जिन मकानों में बिजली नहीं लगी है, उनमें 10 वर्ष की अवधि के अन्दर बिजली लगाने का विचार है। डिबाई स्टेशन पर कर्मचारियों के मकानों में भी यथासमय बिजली लगायी जायेगी।

PRODUCTION IN TRIVENI STRUCTURALS LIMITED, ALLAHABAD

6275. **Shri Brij Raj Singh Kotah :**

Shri Ram Gopal Shalwale :

Shri Ram Avtar Sharma :

Shri Atam Das :

Will the Minister of Steel and Heavy Engineering be pleased to state :

(a) the extent of rise in production with the commissioning of E. D. T. cranes in the Triveni Structurals Ltd., Allahabad ;

(b) the number of tenders submitted for works outside India and how many of them were successful ; and

(c) the extent of Loans obtained by the Triveni Structurals Limited, Allahabad

from the Government of India up-to-date ?

The Minister of State in the Ministry of Steel and Heavy Engineering (Shri K. C. Pant) : (a) As Triveni Structurals Ltd., is a heavy steel structural industry, work in the shops of the factory can only be undertaken after installation of an E. D. T. crane. The production has risen substantially after the installation of additional E. D. T. cranes in the shops but it is not possible to quantify this increase.

(b) Ten offers were submitted directly to foreign customers. None of these was successful. The company also submitted an offer to the Central Water and Power Commission for hydraulic gates to be supplied to Cambodia as gift. This offer has been accepted and the gates are under fabrication.

(c) Rs. 270 lakhs.

NATIONAL INDUSTRIALS DEVELOPMENT CORPORATION LIMITED

6276. **Shri Brij Raj Singh Kotah :**

Shri Ram Gopal Shalwale :

Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) the total borrowings of the National Industrial Development Corporation Ltd., from Government up-to-date ; and

(b) how much of the above amount has so far been repaid ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) Rs. 18,71,00,508.

(b) Rs. 11,36,34,961.

INDO-GERMAN COLLABORATION TALKS WITH REPRESENTATIVES OF F. I. C. C. I.

6277. **Shri Muhammad Sheriff :**

Shri Gadilingana Gowd :

L S 7

Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether the Indo-German collaboration talks, held with the representatives of the Federation of Indian Chambers of Commerce and Industry in the month of January, 1970, have been completed ;

(b) whether the problems which stood in the way of increasing Indian exports to Germany were also discussed ; and

(c) if so, the details thereof and decisions arrived at in the discussions ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (c). On an invitation from the Indian Investment Centre, a delegation of German industrialists and bankers headed by Dr. Hermann J. Abs. visited India in January, 1970. Besides visiting several places, and meeting the Central and State Ministers, the delegation also held talks with the representatives of Industry in India. It is understood that in their talks with the Federation of Indian Chambers of Commerce and Industry, the area of fruitful collaboration between industrial units in both countries was discussed and the scope and need for setting up export-oriented joint ventures in India with West German collaboration was particularly stressed.

The talks between the German delegation and the F. I. C. C. I. were primarily of an exploratory nature and no final decisions as such were arrived at.

हाबड़ा एक्सप्रेस तथा अन्य रेल गाड़ियों का पारसनाथ स्टेशन पर रुकना

6278. **श्री श्रींकार लाल बोहरा :** क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) बिहार में पारसनाथ स्टेशन पर रुकने वाली रेल गाड़ियों के नाम क्या हैं और उनके दिल्ली से चलने और पारसनाथ स्टेशन पर पहुँचने के समय क्या हैं ;

(ख) पारसनाथ स्टेशन पर इन रेल गाड़ियों में से औसत रूप से कितने यात्री उतरते हैं ;

(ग) क्या यह सच है कि जैन धर्म के अनुयायियों के प्रसिद्ध तीर्थ स्थान मधुबन पहुंचने के लिये पारसनाथ स्टेशन पर उतरना पड़ता है ;

(घ) यदि हाँ, तो उस स्टेशन पर इतनी कम गाड़ियाँ रोके जाने के क्या कारण हैं ; और

(ङ) क्या प्रत्येक वर्ष दिसम्बर से मार्च तक की अवधि में वहाँ पर हावड़ा एक्सप्रेस रोकने का सरकार का विचार है ?

रेल-मंत्री (श्री नन्दा) : (क) 9 अप्र/10 डाउन हवड़ा-देहरादून एक्सप्रेस, 17 अप्र/18 डाउन सियालदह पठान-कोट एक्सप्रेस, 23 अप्र/24 डाउन पटना-घनबाद-राँची एक्सप्रेस, 129 अप्र/130 डाउन आसन-सोल-बाराणसी सवारी और सप्ताह में एक बार चलने वाली 61 अप्र/62 डाउन हवड़ा-देहरादून जनता एक्सप्रेस गाड़ियाँ पारसनाथ स्टेशन पर ठहरती हैं। इनमें से कोई भी गाड़ी सीधे दिल्ली तक नहीं आती-जाती। लेकिन नयी दिल्ली और घनबाद के बीच पहले और तीसरे दर्जे का एक मिला-जुला सीधा डिब्बा चलता है जो 85 अप्र/86 डाउन असम मेल गाड़ियों में लगकर फिर 17 अप्र/18 डाउन सियालदह-पठानकोट एक्सप्रेस में जुड़ता है। 17 अप्र/18 डाउन गाड़ियाँ पारसनाथ में ठहरती हैं। 86 डाउन 9.40 बजे दिल्ली से छूटती है और 18 डाउन 8.48 बजे पारसनाथ पहुंचती है।

(ख) जनवरी से मार्च, 1970 तक के 3 महीनों में दिल्ली / नयी दिल्ली से पारसनाथ तक के यात्रियों की संख्या प्रतिदिन औसतन 7 रही।

(ग) जी हाँ।

(घ) पारसनाथ स्टेशन पर इस समय जितना यातायात होता है, उसे देखते हुए यहाँ ठहरने वाली वर्तमान गाड़ियाँ पर्याप्त समझी जाती हैं।

(ङ) हवड़ा-दिल्ली एक्सप्रेस पारसनाथ के रास्ते नहीं जाती, इसलिए उसे पारसनाथ में ठहरने का प्रश्न नहीं उठता।

WAGON-BREAKING ON NORTH EAST FRONTIER RAILWAY

6279. Shri B. K. Daschowdhury :
Will the Minister of Railways be pleased to state :

(a) whether it is a fact that pilferages and wagon-breaking are being regularly continued at important stations and yards like New Bongai Gao, Chamagram, New Jalpaiguri and in Alipurduar Junction yard in the North-East Frontier Railway ;

(b) the amount of actual loss at those stations and yards of the North-East Frontier Railway for the last three financial years, separately ;

(c) how many persons were apprehended, arrested and committed to trial by the Railway Protection Force ;

(d) if the reply to part (c) above be in the negative, the reasons therefor ; and

(e) the expenditure incurred for maintenance of the Railway Protection Force at those stations and the strength of the Railway Protection Force at each station, separately ?

The Minister of Railways (Shri Nanda) : (a) No.

(b) The amount of loss on account of thefts and pilferages at those stations is as under :

	1966-67	1967-68	1968-69
	Rs.	Rs.	Rs.
New Bongai-gaon	871	2,395	460
Chamagram ..	3,107	275	380
New Jalpaiguri	769	1,645	1,433
Alipurduar Jn...	1,766	2,446	2,480

(c).

		Persons apprehen- ded/ arrested	Made over to Police for legal action	Dealt with departmen- tally	Dealt with under RP (UP) Act
1966-67					
New Bongai-gaon	..	28	28	..	..
Chamagram	..	16	15	1	..
New Jalpaiguri	..	71	71	..	..
Alipurduar Jn.	..	9	6	3	..
1967-68					
New Bongai-gaon		58	58	..	
Chamagram		11	10	1	
New Jalapaiguri		90	78	12	
Alipurduar Jn.		9	8	1	
1968-69					
New Bongaigaon		17	3	1	13
Chamagram	..	13	1	2	10
New Jalpaiguri	..	69	33	4	32
Alipurduar Jn.	..	5	1	..	4

(Railway Property (Unlawful Possession) Act, 1966, came in force from 1st April, 1968).

(d) Does not arise.

(e) Actual expenses to maintain the Railway Protection Force personnel at the stations in question, and their strength, are given below year-wise :

		1966-67		1967-68		1968-69	
		Total expenses	Strength of RPF	Total expenses	Strength of RPF	Total expenses	Strength of RPF
New Bongai Gaon	..	79,132	45	87,632	50	95,316	50
Chamagram		86,724	49	92,108	52	1,00,068	53
New Jalpai-guri	..	2,30,960	133	2,58,040	145	2,65,332	141
Alipurduar Jn.	..	1,33,524	76	1,54,736	86	1,78,880	90

**LOSS OF GOODS THROUGH PILFERAGES,
WAGON-BREAKING AND COM-
PENSATION PAID THEREFOR
BY NORTH EAST FRON-
TIER RAILWAY**

6280. Shri B. K. Daschowdhury :
Will the Minister of Railways be pleased to state :

(a) the total amount of compensation paid by the Northeast Frontier Railway for the loss of goods through pilferages, wagon-breaking during the year 1969-70 ; and

(b) the details of the compensation paid for the above items during the said period ?

The Minister of Railways (Shri Nanda) : (a) During the first nine months of 1969-70, a total amount of Rs.68,27,844 was paid by the Northeast Frontier Railway as compensation for loss, shortage, damage etc., in respect of booked consignments.

(b) A statement is attached.

STATEMENT

Statement showing the details of compensation claims paid by the Northeast Frontier Railway during the period 1st April to 31st December, 1969

Item no.	Particulars	Number and value of claims paid	
		Number	Value
			Rs.
1	Claims paid on account of loss of complete packages/consignments ..	1,851	11,36,330
2	Claims paid on account of theft of complete packages/consignments	3	2,122
3	Claims paid on account of pilferages (i.e. other than		

Item no.	Particulars	Number and value of claims paid	
		Number	Value
	complete packages/consignments) ..	8,344	44,26,853
4	Claims paid on account of damage by wet ..	2,193	9,13,961
5	Claims paid on account of delay in transit ..	39	47,712
6	Claims paid on account of breakage ..	29	6,543
7	Claims paid on account of leakage ..	56	76,194
8	Claims paid on account of other causes. .	215	2,18,129
Total ..		12,730	68,27,844

BAN ON SECOND MARRIAGE

6281. Shri B. K. Daschowdhury :
Will the Minister of Law and Social Welfare be pleased to state :

(a) whether Government are considering to impose a ban on second marriage for the Indian citizens of all creeds and religions ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

The Deputy Minister in the Ministry of Law and in the Department of Social Welfare (Shri M. Yunus Saleem) : (a) No, Sir.

(b) Does not arise.

(c) There is no uniformity of views in this matter among the different sections of the citizens in the country.

**SUSPENSION OF TRAIN SERVICES
DURING DISTURBANCES ON
CHANDIGARH ISSUE**

6282. Shri B. K. Daschowdhury :
Shri Muhammad Sheriff :

Will the Minister of **Railways** be pleased to state :

(a) whether the train services between Delhi and several towns of Haryana and Punjab were suspended during the disturbances in regard to the transfer of Chandigarh in the months of January/February, 1970 ; and

(b) whether any arrests were made of those who damaged the Railway property and the steps taken by Government against them ?

The Minister of Railways (Shri Nanda) : (a) Yes.

(b) Arrests were made on the spot and subsequently as well, of those who damaged Railway property. Cases were registered against the culprits and they are being sent up to Court for trial.

बीराला से मवाना तक मीटर रेलवे लाइन को बड़ी लाइन में परिवर्तित करना

6283. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि दोराला शहर मिल द्वारा संचालित दोराला-मवाना मीटर लाइन को बड़ी लाइन में परिवर्तित करने में सरकार को किन कठिनाइयों का सामना करना पड़ रहा है और उक्त परियोजना के कब तक पूरा होने की सम्भावना है ?

रेलवे-मंत्री (श्री नन्दा) : दोराला चीनी मिल द्वारा संचालित दोराला मवाना ट्रामवे लाइन को बड़ी लाइन में बदलन का कोई प्रस्ताव विचाराधीन नहीं है।

**RECOGNITION TO INDIAN RAILWAYS
TICKET CHECKING STAFF
ASSOCIATION**

6284. Shri Valmiki Choudhary :
Shri Devinder Singh Garcha :
Shri Manibhai J. Patel :

Will the Minister of **Railways** be pleased to state :

(a) whether Government's attention has been drawn to the formation of the Indian Railways Ticket Checking Staff Association recently ;

(b) whether Government have given recognition to this Association ;

(c) whether the Association has put forward its demands before Government ;

(d) if so, the details thereof ; and

(e) the reaction of Government thereto?

The Minister of Railways (Shri Nanda) : (a) It is understood some Ticket Checking Staff have formed a sectional union entitling as "All India Railway Ticket Checking Employees Union."

(b) No, Sir.

(c) Yes, Sir.

(d) The demands relate to various service conditions such as classification of Travelling Ticket Examiners and Conductors as running staff, removal of overlapping grades and revision of pay scales etc.

(e) The demands of this category have been examined in the past and Government could not agree to the demand for their being classified as running staff ; neither could Government agree to any large-scale revision of pay scales and other conditions of staff of any category, in view of repercussions on other categories of staff.

**ALLOTMENT OF WAGONS TO
COAL MINES**

6285. Shri Virendra Kumar Shah :
Will the Minister of **Railways** be pleased to state :

(a) whether his attention has been drawn to a report in the *Economic Times* of the

2nd February, 1970 under the caption "Problems Bedevil Coal Mines in the East" ;

(b) whether coal mines in the Jharia-Raniganj coal-belt in the Eastern region normally supply coal requirements to the Northern region ;

(c) whether the Railway authorities allotted more wagons to collieries in the Madhya Pradesh and Andhra Pradesh region at the cost of collieries in the Eastern region and that as a result, the latter lost their markets to the former ;

(d) whether the Railway authorities contend that the above diversion was justified because, due to labour troubles in Jharia-Raniganj area, there was lack of regular loading and availability of pithead stocks for filling full rakes ; and

(e) whether a statement indicating the whole situation and the latest position would be laid down on the Table of the House ?

The Minister of Railways (Shri Nanda) : (a) Yes, Sir.

(b) Yes, Sir. The progressive increase in movement of coal from Bengal-Bihar fields to North India can be seen from the comparative figures of loading from these fields above Mughalsarai :

1967-68 .. 2071 wagons per day.

1968-69 .. 2163 ..

1969-70 .. 2304 ..

(c) According to the rationalised pattern of movement of coal, coal from Singareni coalfields in Andhra Pradesh, along with that from Talcher fields in Orissa and Chanda fields in Maharashtra, is to cater to the requirements of the entire South. Movement of superior quality of coal from Bengal-Bihar fields to the South is permitted for the use of railway locomotives and also for such industries which have been certified to require only the Bengal-Bihar coal to suit their boilers. More wagons were not allotted to the collieries in Andhra Pradesh region at the cost of collieries in the Eastern region.

Collieries in the Madhya Pradesh are at present supplying Western India. Though the consuming centres in Punjab, Haryana and some portions in Uttar Pradesh are nearer to the Central India coalfields in Madhya Pradesh, it has not been possible for the Railway to allow movement of coal to these places from Central India coalfields on account of limited movement capacity available previously. These areas are being served by Bengal-Bihar coalfields. In view of heavy strain on the route from Bengal and Bihar coalfields to North India due to progressive increase in despatch of coal and some capacity available during the last slack season on the Central Railway route to Delhi, movement of slack coal to the extent of one rake per day was permitted from the Central India coalfields to Delhi and Ferozepur areas from November 1969 onwards as an experimental measure. Only 298 wagons of coal have moved so far from Madhya Pradesh fields to Delhi and Ferozepur area between November, 1969 to March, 1970. This movement has not been at the cost of collieries in the Eastern region, the movement of which during 1969-70 had been more than that during previous years.

(d) No, Sir. Movement of a rake of slack coal a day from Central India Coalfields to Northern India was allowed to relieve the pressure on the route from Bengal-Bihar fields to Northern India over Eastern and Northern Railways due to progressive increase in the despatch of coal above Mughalsarai from Bengal and Bihar fields.

(e) Necessary figures of movement have already been given in answer to parts (b) and (c) of the Question. The policy is to allow the consumers to draw their coal from the nearest source so long as the rail capacity permits the movement and there is no cross running of the same quality of coal.

मेकैनिकल खराबी के कारण मध्य रेलवे में रेल दुर्घटनाएं

6286. श्री गं० च० बोसित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों में मध्य रेलवे में कितनी दुर्घटनाएँ हुई हैं ;

(ख) मैकेनिकल खराबी तथा कर्मचारियों की लापरवाही के कारण कितनी दुर्घटनाएँ घटीं; और

(ग) इनमें कितने व्यक्तियों की जानें गई और सरकारी सम्पत्ति की कितनी हानि हुई?

रेलवे-मंत्री (श्री नन्दा) : (क) 1-4-67 से 28-2-70 तक की अवधि में मध्य रेलवे में गाड़ियों की टक्कर, गाड़ियों के पटरी से उतरने, समपारों पर गाड़ियों के सड़क यातायात से टकराने और गाड़ियों में आग लगने की कोटियों में 315 दुर्घटनाएँ हुई।

(ख) 315 गाड़ी दुर्घटनाओं में से, 183 दुर्घटनाएँ रेल कर्मचारियों की गलती के कारण और 33 यांत्रिक उपस्कर की खराबी के कारण हुई थीं।

(ग) इन दुर्घटनाओं में 38 व्यक्ति मारे गये। रेल सम्पत्ति को लगभग 47,45,861 रुपये की क्षति होने का अनुमान है।

मध्य प्रदेश में हरिजनों को अलाट की गई भूमि

6287. श्री गं० च० दीक्षित : क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में हरिजनों को कुल कितने एकड़ भूमि एलाट की गई है और उसमें से कितने एकड़ भूमि पर खेती की जा रही है; और

(ख) इस बात को ध्यान में रखते हुये कि हरिजनों के साधन तथा क्षमता सीमित हैं और कृषि भूमि के शाश्वतारों के रूप में उनके अधिकार एक निर्धारित अवधि के पश्चात् खत्म हो जाते हैं, जोती गई भूमि में हरिजनों को उनका उचित भाग न दिये जाने के क्या कारण हैं?

बिधि मंत्रालय और समाज कल्याण विभाग में राज्य मंत्री (डा० श्रीमती) फूलरेणु गुह) :

(क) और (ख). व्यौरा राज्य सरकार से एकत्रित किया जा रहा है तथा प्राप्त होते ही सभा पटल पर रख दिया जाएगा।

मध्य रेलवे में छंटनी किये गये नैमित्तिक श्रमिकों को बकाया मजदूरी न दिया जाना

6288. श्री गं० च० दीक्षित : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) 1968-69 में मध्य रेलवे में कितने नैमित्तिक श्रमिकों की छंटनी की गई ;

(ख) उक्त छंटनी के क्या कारण थे;

(ग) प्रत्येक मजदूर को कितनी राशि दी गई;

(घ) क्या यह सच है कि उक्त मजदूरों ने अग्र्यावेदन किया है कि वे तब तक मुआवजा स्वीकार नहीं करेंगे जब तक उनको मुआवजा के साथ उनकी देय अन्य राशि का भुगतान नहीं किया जाता; और

(ङ) यह राशि कब से बकाया है और उसका भुगतान न किये जाने के क्या कारण हैं?

रेलवे-मंत्री (श्री नन्दा) : (क) से (ङ). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

PARKINSONS STATEMENT RE.
INDUSTRIAL DEVELOPMENT
OF INDIA

6290. Shri Gadilingana Gowd : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether Mr. Parkinson, the noted Political Scientist, said in Calcutta on the 26th February, 1970, that India's industrial development over the past 20 years was "disappointing and slow", as compared with that of countries like Hong Kong or Singapore with much less material resources than it had ; and

(b) if so, the reaction of Government thereto and the steps taken by Government for rapid industrial improvement ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) Yes, Sir.

(b) Government's Industrial Licensing Policy, from time to time, has been designed not only with the object to accelerate the pace of industrial development but also in keeping with the principles enshrined in the Constitution of India and Government's Industrial Policy Resolutions enjoining adherence to such principles as avoiding concentration of economic power and providing opportunities to the medium and small entrepreneurs.

CAPITAL EXPRESS FROM DELHI TO MADRAS AND DELHI TO BOMBAY

6291. Shri S. M. Banerjee : Will the Minister of Railways be pleased to state :

(a) whether there is a proposal to run Capital Express from Delhi to Madras and Delhi to Bombay ; and

(b) if so, on which days ?

The Minister of Railways (Shri Nanda) : (a) Investigations are being carried out for ascertaining the feasibility of operating Capital Express between Delhi and Bombay only.

(b) Introduction of such trains is dependent upon the out-come of the technical studies, which cannot be indicated at this stage.

MESSRS. STANDARD DRUM AND BARREL MANUFACTURING CO., BOMBAY

6292. Shri S. M. Banerjee : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to refer to the reply given to unstarred Question No. 247 on the 24th February, 1970, regarding Messrs Standard Drum and Barrel Manufacturing Co., Bombay and state :

(a) what were the opening stocks of 18 Gauge Steel Sheets, separately for Body

and End Sheets with Messrs. Standard Drum and Barrel Manufacturing Co. as on the 1st January, 1960 and 1st January, 1961 ;

(b) whether this firm had received 18 Gauge Body and End Sheets from any other source as well other than from Messrs. T. I. S. C. O. and I. I. S. C. O. during the period from May, 1959 to July, 1961 ; and

(c) if so, the month-wise details of such receipts ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) Information is being obtained and will be laid on the Table of the House in due course.

(b) and (c). Receipts from other sources are furnished in the statement, indicating the quantities received from the producers as well during some of the months in this period, is laid on the Table of the House. [Placed in Library See No. LT-3193 /70].

CONVERSION OF SECUNDERABAD- BANGLORE RAILWAY LINE INTO BROAD GAUGE

6293. Shri Chengalraya Naidu : Will the Minister of Railways be pleased to state :

(a) whether there is any proposal to convert the Secunderabad-Bangalore metre gauge line into broad gauge one ; and

(b) if so, how long it will take to complete this work ?

The Minister of Railways (Shri Nanda) : (a) and (b). There is no proposal at present under consideration for conversion of the Secunderabad-Bangalore metre gauge section into broad gauge. However, the conversion of the Guntakal-Bangalore metre gauge section which forms part of it, is under consideration. Surveys for the conversion of this section from metre gauge to broad gauge have been completed and the reports are at present under the examination of the Railway Board. This is one of the sections that has been included in the Railways' perspective plan on gauge conversion to be implemented in the next

ten years or so. The actual conversion of this section is, however, dependent on the availability of funds and the priority this work will merit *vis-a-vis* other similar proposals.

PROMOTION OF CLASS IV STAFF TO POSTS OF COMMERCIAL CLERKS TICKET COLLECTORS TRAIN CLERKS/ STORE CLERKS

6294. Shri J. M. Biswas : Will the Minister of Railways be pleased to state :

(a) the qualifications prescribed for the promotion of Class IV staff to the posts of Commercial Clerks, Ticket Collectors, Train Clerks, Store Clerks etc. ;

(b) whether the same conditions apply to Block Operators for getting promotions as Assistant Station Masters ; and

(c) if not, what other avenue of promotion is available for the Block Operators who have not passed the S. S. L. C. examinations ?

The Minister of Railways (Shri Nanda) : (a) No educational qualification as such has been prescribed for consideration of eligible Class IV staff for promotion to the posts of Ticket Collectors, Commercial Clerks, Trains Clerks and other categories of Clerks such as Stores Clerks etc. The general standard of education and intelligence of such candidates as required for performing the duties of the promotion posts is, however, adjudged by subjecting them to the selection procedure prescribed for the purpose.

(b) and (c). Do not arise as there is no category of Block Operators on the Railways.

REHABILITATION OF HANDICAPPED PERSONS

6295. Shri R. K. Birla :

Shri Gadilingana Gowd :

Shri Manibhai J. Patel :

Shri Valmiki Choudhary :

Shri Devinder Singh Garcha :

Shri Muhammad Sheriff :

Will the Minister of Law and Social Welfare be pleased to state :

(a) whether it is a fact that there is a large number of physically handicapped persons in the country at present ;

(b) if so, what is their number in each State ;

(c) whether it is proposed to levy a special cess for a fund to establish training centres and workshops for the rehabilitation of these persons ;

(d) if so, the details thereof, and

(e) the steps being taken at present to rehabilitate these persons ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr.(Shrimati) Phulrenu Guha) : (a) and (b). No reliable data are available although it is believed that the country has a substantial number of handicapped persons.

(c) No, Sir.

(d) Does not arise.

(e) The rehabilitation of the handicapped is primarily the responsibility of State Governments. The Government of India have, however, sponsored the following major projects :

(i) A National Centre for the Blind at Dehra Dun.

(ii) A National Centre for the Deaf at Hyderabad.

(iii) A Model School for Mentally Retarded Children in New Delhi.

(iv) 9 Special Employment Exchanges for the Physically Handicapped.

(v) 4 Centres for the Training of Teachers of the Blind.

(vi) Award of scholarships to blind, deaf and orthopaedically handicapped students for general edu-

cation and for technical or professional training.

- (vii) Grants for developmental purposes to voluntary institutions and organisations promoting education, training and rehabilitation of the handicapped.

इलाहाबाद डिवीजन (उत्तर रेलवे) के चिकित्सा विभाग के तृतीय तथा चतुर्थ श्रेणी के कर्मचारियों की छंटनी

6296. श्री शिव चरण लाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1969 में इलाहाबाद डिवीजन के चिकित्सा विभाग के तृतीय तथा चतुर्थ श्रेणी के कितने रेलवे कर्मचारियों की छंटनी की गई तथा कितनों को पदावनत किया गया ;

(ख) छंटनी किये गये कर्मचारियों में उन कर्मचारियों की संख्या कितनी है जो तीन वर्ष अथवा उससे अधिक समय तक सेवा में थे; और

(ग) छंटनी के क्या कारण थे ?

रेलवे-मंत्री (श्री नन्दा) : (क) से (ग). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

इलाहाबाद डिवीजन के कुछ स्टेशनों (उत्तर रेलवे) पर सफाई कर्मचारियों की भर्ती

6297. श्री शिव चरण लाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) इलाहाबाद डिवीजन में वर्ष 1967 के बाद अलीगढ़, टूंडला, कानपुर तथा इलाहाबाद स्टेशनों पर स्टेशनवार कितने नये क्वार्टर बनाये गये हैं ;

(ख) क्या नये बनाये गये क्वार्टरों तथा बस्तियों के लिये सफाई कर्मचारियों की भर्ती की गई थी ;

(ग) यदि हाँ, तो कितने व्यक्ति नियुक्त किये गये थे; और

(घ) यदि नहीं, तो इसके लिये क्या वैकल्पिक प्रबन्ध किये गये थे ?

रेलवे-मंत्री (श्री नन्दा) :

(क) स्टेशन का नाम	1-4-1967 के बाद बनाये गये क्वार्टर
अलीगढ़	4 यूनिट
टूंडला	16 "
कानपुर	18 "
इलाहाबाद	24 "

(ख) जी नहीं।

(ग) सवाल नहीं उठता।

(घ) वर्तमान कर्मचारी काम सम्हाल रहे हैं।

इलाहाबाद डिवीजन (उत्तर रेलवे) में सफाई कर्मचारियों का स्थायीकरण

6298. श्री शिव चरण लाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) उत्तर रेलवे के इलाहाबाद डिवीजन में अलीगढ़, टूंडला, कानपुर तथा इलाहाबाद में सफाई कर्मचारियों के स्थायी पदों की कुल संख्या कितनी है ;

(ख) कितने सफाई कर्मचारियों को स्थायी बनाया गया है ;

(ग) उक्त स्थानों के उन स्थायी कर्मचारियों की संख्या कितनी है जो पाँच वर्ष अथवा इससे अधिक समय से सेवा में हैं, परन्तु जिन्हें अभी तक स्थायी नहीं किया गया है; और

(घ) उन्हें स्थायी घोषित करने में विलम्ब होने के क्या कारण हैं ?

रेलवे-मंत्री (श्री नन्दा) : (क) से (घ). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

PROFITS EARNED BY SHAHDARA-SHARANPUR LIGHT RAILWAY

6299. Shri P. C. Adichan : Will the Minister of Railways be pleased to state :

(a) the profits earned by the Shahdara-Sahranpur Light Railway during 1968-69 and 1969-70 ;

(b) whether it has come to Government's notice that the Railway company concerned conceals the huge profits earned by it ; and

(c) if so, whether any inquiry has been made in this regard ?

The Minister of Railways (Shri Nanda) : (a) Shahdara-Saharanpur Light Railway suffered a net loss of Rs.5,66,163 during 1968-69. Accounts for 1969-70 have not yet been finally drawn up.

(b) and (c). Information is being collected and will be laid on the table of the House.

ORPHANS IN THE COUNTRY

6300. Shri Shiva Chandra Jha : Will the Minister of Law and Social Welfare be pleased to state :

(a) whether Government have any estimate of the total number of orphans in the country ;

(b) if so, the details thereof, State-wise ; and

(c) if not, the reasons therefor ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. (Shrimati) Phulrenu Guha) : (a) No, Sir.

(b) Does not arise.

(c) There is no general system of registration of orphan children in the country.

TAKE-OVER OF TATA IRON AND STEEL COMPANY

6301. Shri Shiva Chandra Jha : Will the Minister of Steel and Heavy Engineering be pleased to state :

(a) whether it is a fact that the first S. V. D. Government in Bihar in 1967 had written to the Union Government for the

immediate take-over of the Tata Iron and Steel Company ;

(b) if so, the details thereof and the reaction of Government thereto ; and

(c) whether Government are planning to take initiative on their own for the same ?

The Deputy Minister in the Ministry of Steel and Heavy Engineering (Shri Mohammad Shafi Qureshi) : (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

राजनीतिज्ञों तथा सरकारी अधिकारियों के बजाय तकनीकी व्यक्तियों द्वारा सरकारी उपक्रमों का प्रबन्ध

6302. श्री राम स्वरूप बिद्यार्थी :

श्री बंश नारायण सिंह :

क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 2 जनवरी, 1970 के समाचार पत्रों में प्रकाशित उस समाचार की ओर दिलाया गया है जिसमें तमिलनाडु के उद्योग मंत्री श्री एस० यादवन के इस आशय के एक वक्तव्य का उल्लेख किया गया है कि सरकार को एकाधिकारियों तथा निहित हित व्यक्तियों पर प्रतिबन्ध लगाने के नाम पर आर्थिक क्षेत्र में सभी शक्तियों को ग्रहण करने की अनुमति नहीं दी जानी चाहिए और समूची आर्थिक शक्ति को सरकारी हाथों में दिया जाना चाहिए और राजनीतिज्ञों को 'बास' बनने तथा पूंजीपतियों का स्थान लेने की अनुमति नहीं दी जानी चाहिए ;

(ख) यदि हाँ, तो क्या सरकार का बिचार सभी राजनीतिज्ञों, सिविल अधिकारियों, आई० सी० एस० और आई० ए० एस० सरकारी उपक्रमों के पदों पर नियुक्त अधिकारियों के स्थानों पर दक्ष इंजीनियरों, मिस्त्रियों और तकनीकी व्यक्तियों को बदलने का है और

सरकारी उपक्रमों के प्रबन्ध में मजदूरों को भाग लेने की अनुमति देने का है; और

(ग) यदि हाँ, तो इन लाइनों पर कार्यवाही कब तक शुरू हो जायेगी और यदि नहीं; तो इसके क्या कारण हैं?

औद्योगिक विकास, अंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फल्लूहोम अली अहमद):

(क) जी, हाँ।

(ख) ऐसे पदों पर नियुक्तियों के समय सरकार व्यक्तियों की उपयुक्तता तथा व्यावसायिक क्षमता को ध्यान में रखती है। सरकारी उपक्रमों में पूर्णकालिक अध्यक्ष, प्रबन्ध निदेशक और इनके संघटक एककों के प्रबन्ध निदेशक और महाप्रबन्धक जैसे पदों पर उपयुक्त व्यक्तियों के चयन की सुविधा के लिये व्यूरो ऑफ पब्लिक एंटरप्राइजेज उद्योग, सरकारी उद्यमों तथा सरकारी सेवामें लगे उपयुक्त व्यक्तियों की एक नामिका तैयार करता है।

(ग) सरकारी क्षेत्रों के उपक्रमों के प्रबन्ध में कर्मचारियों द्वारा भाग लिये जाने का प्रश्न सरकार के विचाराधीन है।

भिलाई इस्पात कारखाने में इंजिनियरों के काम पर कर्मचारियों की नियुक्ति

6303. श्री राम स्वरूप विद्यार्थी :

श्री बंश नारायण सिंह :

क्या इस्पात तथा भारी इंजीनियरिंग मंत्री भिलाई इस्पात कारखाने में हानि के बारे में 16 दिसम्बर, 1969 के अतारांकित प्रश्न संख्या 4187 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या भिलाई इस्पात के कर्मचारियों को ऐसा काम करने के लिए कहा गया था जो वास्तव में उनका काम नहीं था और क्या बदले में इंजीनियरों को हल्का काम दिया गया था;

(ख) यदि हाँ, तो क्या इस के कारण ये हैं कि इंजीनियरों को क्या व्यावहारिक ज्ञान नहीं

है और वे केवल पर्यवेक्षीय कार्य कर सकते हैं जो कि उन्हें पसन्द है और वे शारीरिक श्रम से कतराते हैं ;

(ग) क्या यह सच है कि कारखाना अधिनियम के अन्तर्गत गैर सरकारी कारखाना मालिक श्रमिकों को समय से अधिक समय तक काम करने को बाध्य नहीं कर सकते हैं;

(घ) क्या एक इंजीनियर, कर्मचारी तथा मिस्त्री को पदोन्नति के समान अवसर उपलब्ध हैं; और

(ङ) क्या प्रबन्ध से असैनिक अधिकारियों तथा आई० सी० एस० अधिकारियों को हटाने और उनके स्थान पर सम्बन्धित व्यवसाय का व्यावहारिक ज्ञान रखने वाले व्यक्तियों को नियुक्त करने का विचार है?

इस्पात तथा भारी इंजिनियरिंग मंत्रालय में राज्य मंत्री (श्री कृष्ण चन्द्र पन्त) : (क) जी, नहीं।

(ख) प्रश्न नहीं उठता।

(ग) फैक्टरी अधिनियम, 1948, के अन्तर्गत फैक्टरियों में काम करने वाले कर्मचारियों के काम के घंटों तथा अतिरिक्त समय में कार्य करने के नियत नियम हैं चाहे फैक्टरियों के मालिक कोई भी हों।

(घ) हिन्दुस्तान स्टील लिमिटेड के सभी कर्मचारियों को सुनिश्चित नियमों के अनुसार पदोन्नति के अवसर उपलब्ध हैं।

(ङ) प्रशासकीय सुचारु आयोग की सिफारिशों के अनुसार सरकारी उपक्रमों में प्रतिनियुक्त सरकारी अधिकारियों से कहा गया है कि वे निश्चित समय के अन्दर यह बतायें कि क्या वे स्थायी रूप से सरकारी उपक्रमों में काम करना चाहेंगे या अपने मूल संवर्ग को प्रत्यावर्तित होना चाहेंगे।

भिलाई इस्पात कारखाने को हानि

6304. श्री राम स्वरूप विद्यार्थी:

श्री बंश नारायण सिंह

क्या इस्पात तथा भारी इंजीनियरिंग मंत्री भिलाई इस्पात कारखाने में हानि के बारे में

16 दिसम्बर, 1969 के अतारंकित प्रश्न संख्या 4187 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) अगस्त, 1969 में श्रमिकों द्वारा की गई मांगों का व्यौरा क्या है तथा उन पर प्रबन्धकों की क्या प्रतिक्रिया थी तथा प्रबन्धकों द्वारा क्या कार्यवाही की गई जिसके बाद स्थिति सामान्य हो गई;

(ख) क्या सरकार का विचार इंजीनियरों तथा अन्य कर्मचारियों को जिन का मासिक वेतन 500 रुपये से अधिक है, जैसा कि 500 रुपये मासिक से अधिक वेतन पाने वाले केन्द्रीय सचिवालय के कर्मचारियों के बारे में किया गया है, वोनस देना बन्द करने का है, ताकि श्रमिकों को अच्छा वेतन दिया जा सके; और

(ग) यह मुनिश्चित करने के लिये कि सरकारी क्षेत्र के उद्योग गैर सरकारी क्षेत्र के उद्योगों से पूरी तरह प्रतियोगिता कर सकें तथा अपने घाटों को पूरा करके गैर सरकारी उद्योगों की भाँति मुनाफा कमा सकें, सरकार का क्या कार्यवाही करने का विचार है ?

इस्पात तथा भारी इंजिनियरिंग मंत्रालय में राज्य मंत्री (श्री के० सी० पन्त) : (क) श्रमिकों की मांगें थी कि इंजन चालक को दिया गया आरोप पत्र वापस लिया जाय, इंजन और डिब्बों की मरम्मत करने वाली कर्मशाला के श्रमिकों को आरोप-पत्र न दिए जाय, बाहर से आदमियों को नियुक्त न किया जाय, पदों का वेतन-मान बढ़ाया जाय, कर्मचारियों की संख्या बढ़ाई जाय, और जिन कर्मचारियों ने काम करने से इन्कार किया था उनको दिए गए आरोप पत्र वापस लिए जाएं। कारखाने के प्रबन्धक वर्ग ने मजदूर संघों तथा राज्य सरकार के सम्बंधित अभिकर्णों से बातचीत की थी। प्रबन्धक वर्ग ने 9 कर्मचारियों को कदाचार के विशिष्ट मामलों के लिए बाध्य हो कर निलम्बित कर दिया। लोको शेड के कर्मचारियों ने 'बैठे रहो' हड़ताल जारी रखी। प्रबन्धक वर्ग राज्य सरकार के स्थानीय प्राधिकारियों तथा मजदूर संघों द्वारा अपील करने के बावजूद भी श्रमिकों ने काम करना शुरू नहीं किया। अतः प्रबन्धक वर्ग को मजबूर होकर घोर कदाचार के लिए 33 श्रमिकों को निलम्बित करना पड़ा।

उसके पश्चात् स्थिति में सुधार हो गया और कुछ ही दिनों में स्थिति सामान्य हो गई।

(ख) जी, नहीं।

(ग) लाभदायकता का प्रश्न मूल्यों से सम्बद्ध है और मूल्य कई बातों पर निर्भर करते हैं। फिर भी, अधिकधिक उत्पादन के लिए कई कदम उठाए गए हैं जिनमें बैलेसिंग उपकरणों, सहायक साज-समान आदि लगाकर वर्तमान क्षमता का अधिक अच्छा उपयोग करना, प्रायोगिक सुधारों तथा प्रक्रियायों को अपनाना तथा सोहादपूर्ण श्रमिक सम्बन्ध कायम रखने के प्रयत्न करना शामिल हैं।

मोतीपुर तथा कटनी स्टेशनों (पूर्वोत्तर रेलवे) के बीच एक हॉल्ट स्टेशन का बनाया जाना

6306. श्री क० मि० मधुकर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे की मुजफ्फरपुर नरकटियागंज सेक्शन पर मोतीपुर और कटनी स्टेशनों के बीच एक हॉल्ट स्टेशन बनाने का गत वर्ष निर्णय किया गया था;

(ख) यदि हाँ, तो इसकी क्रियान्विति में विलम्ब किये जाने के क्या कारण हैं; और

(ग) उक्त हॉल्ट स्टेशन सम्बन्धी सारा काम कब तक पूरा हो जाने की संभावना है ?

रेलवे-मंत्री (श्री नन्दा) : (क) जी हाँ।

(ख) हॉल्ट का निर्माण कार्य शुरू नहीं किया जा सका क्योंकि इसके लिए जो स्थान चुना गया था स्थानीय लोगों ने उसमें परिवर्तन के लिए अभ्यावेदन दिया था। पूर्वोत्तर रेल प्रशासन ने इन अभ्यावेदनों पर विचार किया है और यह विनिश्चय किया गया है कि नरियार गाँव के निकट पहले जो स्थान चुना गया था वहाँ हॉल्ट की व्यवस्था की जाये।

(ग) आशा है कि 1970 के अन्त तक हॉल्ट का निर्माण कार्य पूरा हो जायेगा और उसे यातायात के लिए खोल दिया जायेगा।

राज नगर स्टेशन (पूर्वोत्तर रेलवे) से तेल के दो ढोलों को चोरी छिपे ले जाने के बारे में जाँच

6307. श्री क० मि० मधुकर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 13 फरवरी 1970 को "कैयरे कार्यक्रम" के दो तेल के ढोलों को स्थानीय रेलवे अधिकारियों की साँठगाँठ से पूर्वोत्तर रेलवे के राजनगर स्टेशन से बाहर ले जाया जा रहा था;

(ख) क्या कुछ सामाजिक कार्यकर्ताओं ने इसका पता लगाया था और ढोलों को सरकारी रेलवे पुलिस, जयनगर को सौंप दिया था;

(ग) क्या यह भी सच है कि पुलिस तथा राजनगर स्टेशन के स्टेशन मास्टर द्वारा सील तोड़ने तथा तेल में हेर-फेर करने का प्रयत्न किया गया था और इस मामले को दबाने के लिये पुलिस को रिश्वत दी गई थी; और

(घ) क्या सरकार का विचार इस घोखा-घड़ी की जाँच कराने तथा इसके जिम्मेदार पाये गये अधिकारियों को दण्ड देने का है और यदि हाँ, तो उक्त जाँच कब तक की जायेगी; और यदि नहीं, तो इसके क्या कारण हैं ?

रेलवे-मंत्री (श्री नन्दा) : (क) 13-2-70 को स्टेशन मास्टर के कार्यालय के सामने मधुबनी पुलिस स्टेशन के अन्तर्गत राजनगर के राधा वल्लभ नामक एक व्यक्ति के कब्जे से तेल के भरे हुए दो ड्रम बरामद किये गये थे। इस सम्बन्ध में दरभंगा की रेलवे पुलिस ने अत्यावश्यक वस्तु अधिनियम की धारा 7 के अन्तर्गत एक मामला दर्ज किया है। मूजफरपुर की विशेष रेलवे पुलिस ने बताया है कि अभी तक यह मालूम नहीं हुआ है कि क्या रेल कर्मचारियों की मिली भगत से ड्रमों की तस्करी की जा रही थी।

(ख) इस मामले की रिपोर्ट श्री नमोघर झा, मंत्री साम्यवादी दल, राजनगर, ब्लाक न° की थी। उन्हें इस मामले की सूचना अन्य लोगों से मिली थी। उन्होंने इस मामले की रिपोर्ट पहले राजनगर के ब्लाक विकास अधिकारी से की जिन्होंने राजनगर की सिविल पुलिस के सब इन्स्पेक्टर को इस सम्बन्ध में कार्रवाई करने की हिदायत

दी। राजनगर के पुलिस सब-इन्स्पेक्टर ने ड्रमों को अपने कब्जे में करके अपराधियों को गिरफ्तार किया और मामले को दरभंगा की सरकारी रेलवे पुलिस के पास भेज दिया जहाँ 14-2-70 को अत्यावश्यक वस्तु अधिनियम की धारा 7 के अन्तर्गत अपराध सं० 6 के रूप में एक मामला दर्ज किया गया।

(ग) जहाँ तक पुलिस और स्टेशन मास्टर द्वारा मुहर तोड़ने और ड्रमों के अन्दर रखे हुए तेल को बदलने की कोशिश करने का सम्बन्ध है, रेलवे पुलिस इस मामले की अभी जाँच कर रही रही है।

मूजफरपुर की विशेष रेलवे पुलिस ने सूचित किया है कि यह सच नहीं है कि मामले को दबाने के लिए पुलिस को रिश्वत दी गयी है।

(घ) रेलवे पुलिस के इन्स्पेक्टर और मूजफरपुर की विशेष रेलवे पुलिस की देख-रेख में इस मामले की जाँच रेलवे पुलिस के सब-इन्स्पेक्टर कर रहे हैं जिनसे जाँच यथाशीघ्र पूरा करने को कहा गया है।

अनुसूचित जातियों की सूची में से
डांगर (खटीक) जाति को हटाना

6308. श्री राम गोपाल शालबाले :

श्री श्रीकार लाल बेरवा :

क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने अनुसूचित जातियों की सूची में से डांगर (खटीक) जाति को हटा देने का निर्णय किया है ;

(ख) क्या यह भी सच है कि उक्त सूची में शामिल होने की वजह से इस जाति को जो सुविधायें दी जा रही थी वे वापिस ले ली गई हैं; और

(ग) यदि हाँ, तो उपरोक्त सूची से अनुसूचित जाति के व्यक्तियों को निकाल देने के क्या कारण हैं ?

**बिधि मंत्रालय और समाज कल्याण मंत्रालय
में राज्य मंत्री (डा० (श्रीमती) कूलरेणु गुह) :**

(क) अनुसूचित जातियों की सूचियों में से निकाला जाना अथवा उनमें शामिल किया जाना केवल संसद द्वारा निर्मित विधान द्वारा ही हो सकता है। अनुसूचित जातियों तथा अनुसूचित आदिम जातियों की सूचियों में संशोधन करने का एक विवेक इस समय संसद के सामने है।

(ख) राष्ट्रपति के आदेशों में दी गई जातियों के लोग अनुसूचित जातियों को स्वीकार्य रियायतों को पाने के पात्र होंगे, जब तक कि उन सूचियों का संसद द्वारा संशोधन नहीं कर दिया जाता।

(ग) प्रश्न नहीं उठता।

**COMPLAINT REGARDING MISUSE OF
OFFICIAL POWER BY CHIEF
CONTROLLER BIKANER
(NORTHERN RAILWAY)**

6309. Shri Sharda Nand : Will the Minister of Railways be pleased to refer to reply given to Unstarred Question No. 3367 on 17th March, 1970 regarding the alleged misuse of official Power by C. H. C., Bikaner (N. Rly.) and state :

(a) whether the investigations against Chief Controller, Bikaner, Northern Division are being conducted through the Vigilance Department ;

(b) whether in view of the status and influence of the officer against whom the investigations are being conducted, Government propose to suspend or transfer him from that place so that the investigation may be conducted expeditiously and fairly ; and

(c) if so, when and, if not, the reasons therefor ?

The Minister of Railways (Shri Nanda) : (a) Yes Sir.

(b) and (c) The investigations have almost been completed and as such the question of tampering with the records or influencing the witnesses by the Chief Controller, Bikaner, Northern Railway, warrant-

ing his transfer or suspension does not arise at this stage.

**SPECIAL WING IN RAILWAY BOARD
TO DEAL WITH PROBLEM OF
FACILITIES TO FOREIGN
TOURISTS**

6310. Shri Mangalathumadam : Will the Minister of Railways be pleased to state :

(a) whether there is a wing in the Railway Board to deal with the problem of providing the Railway facilities for foreign tourists and also of other facilities at important stations to which the foreign tourists usually visit ; and

(b) if not, whether Government are proposing to set up a department for this purpose ?

The Minister of Railways (Shri Nanda) : (a) Suitable machinery is provided in the Railway Board to deal with the problems of railway facilities required by foreign tourists on trains as well as at important stations which foreign tourists usually visit.

(b) Does not arise in view of reply to part (a).

PAPER MILLS IN ASSAM

6311. Shri R. Barua : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether the proposal of the Government of Assam to set up a moderately small paper mill in the public sector has been cleared by the Centre ;

(b) whether this mill is sought to be established in the district of Goalpara so that regional imbalance within the State may to some extent in the field of new industries is met ; and

(c) whether, because of this earlier move by the State of Assam, the proposed paper mill in the Central sector is going to

be dropped in spite of what was included in the Prime Minister's announcement about the 'Package deal' ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) A formal application under the Industries (D. and R.) Act, 1951, to set up a paper mill is still awaited from Government of Assam. They have, however, submitted in advance some foreign collaboration proposals which are under examination.

(b) The exact location of this mill has not yet been decided, but it is indicated that it will be situated in a backward district of Western part of Assam.

(c) No, Sir.

TAKING OVER OF YEOTMAL-MURTAJAPUR NARROW GAUGE RAILWAY LINE BY INDIAN RAILWAYS

6312. Shri Deorao Patil : Will the Minister of Railways be pleased to state :

(a) whether Government are aware that on the narrow gauge Railway line running between Yeotmal and Murtajapur, the condition of Railway compartments is very bad, arrangement for light and passengers safety inadequate and the Railway track is not safe ;

(b) if so, the reasons for entrusting the said particular Railway line to the different Indian Successors of a foreign Company, when almost all the Railway lines in the country have since been nationalised ;

(c) whether Government propose to take over this Railway line in the public interest ; and

(d) if so, the time by which it is expected to be taken over by Government ?

The Minister of Railways (Shri Nanda) : (a) The Government are not aware of any specific complaints of this nature. It may, however, be mentioned that to ensure compliance with standards for safe running, this narrow gauge Railway, known as Central Provinces Light

Railway, in common with other such privately-owned Railways, is inspected periodically by the Additional Commissioner of Railway Safety. No adverse report to the effect that the condition of the Railway or of any of its rolling stock is attended with danger to the public using it, has been received from the Additional Commissioner of Railway Safety.

(b) It is not the policy of the Government to nationalise the privately-owned Railways unless an examination of all relevant factors shows that such a step would, demonstrably, be in public interest. Government get an opportunity to carry out this review, at regular intervals, when an option to take over a privately-owned railway falls due, under terms of an agreement with the owners.

(c) In the case of Central Provinces Light Railway, the last option for the purchase of this Railway fell due on 31st March, 1967, when it was decided not to purchase it. The next option falls due on 31st March, 1977, when the question will be considered again, taking all relevant factors into consideration.

(d) The Government have no proposal at present of taking over this Railway.

बैलगाड़ियों के टायर तथा ट्यूबों को भत्यावश्यक वस्तुएं घोषित करने की मांग

6313. श्री देव राव पाटिल : क्या औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) राज्य सरकारों ने यह मांग की है कि बैलगाड़ियों के टायरों तथा ट्यूबों को आवश्यक वस्तुओं घोषित कर दिया जाय ;

(ख) यदि हाँ, तो केन्द्रीय सरकार द्वारा इस सम्बन्ध में क्या कार्यवाही की गई है ; और

(ग) इस मांग पर केन्द्रीय सरकार की क्या आपत्ति है कि ऐसे टायरों तथा ट्यूबों के वितरण पर राज्य सरकार का नियंत्रण होना चाहिये ?

औद्योगिक विकास, आंतरिक व्यापार तथा समवाय-कार्य मंत्री (श्री फखरुद्दीन अली अहमद):

(क) और (ख). 13-2-70 को पशुओं द्वारा खींचे जाने वाले वाहनों के टायरों तथा ट्यूबों को आवश्यक वस्तु घोषित कर दिया गया है।

(ग) राज्य सरकारों को पहले ही यह शक्ति दी जा चुकी है।

DIFFICULTIES IN SETTING UP OF SMALL-SCALE INDUSTRIES IN INDUSTRIAL AREAS

6314. Shri Ram Avtar Sharma :
Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether Government are aware that people wishing to set up small scale industries find it very difficult to get land in industrial areas in various States in the country due to exorbitant prices of industrial plots ;

(b) whether Government are also aware that even when a person wants to have a factory shed on rent, the rent is so high that the small industrialist cannot afford to pay it ; and

(c) if so, the steps Government propose to take to bring relief to the small industrialist by earmarking some plots in industrial areas to be given to small industrialists at a cheap rate and on easy instalments ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (c). Government are well aware that in urban areas small scale industrialists often find it difficult to get land at reasonable prices for setting up new industries. It was precisely for this reason that Government had initiated the Industrial plots / estate programme by which Government agencies acquire suitable plots, develop them and make them available to the small scale industrialists at reasonable rates. Government had also in some areas under-

taken construction of industrial sheds which were made available on a rental basis and in some States are being transferred to the tenant-industrialists on hire-purchase basis. So far 6530 developed plots have been provided in 102 industrial areas in various States besides 8600 sheds constructed in the Industrial Estates.

In rural areas, however, Government consider that the problem is not present to the same degree.

APPOINTMENT OF A FORMER CHAIRMAN L. I. C. AS DIRECTOR IN VOLTAS LIMITED

6316. Shri Ram Avtar Sharma :
Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether it is a fact that Sri M. R. Bhide, I. C. S., who recently retired as Chairman of the Life Insurance Corporation, has been appointed as a Director in Voltas Limited, on a very high salary ; and

(b) the investment made by L. I. C. in Voltas Limited, during the last three years?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) The Voltas Limited has passed a resolution at its 15th Annual General Meeting held on 26th March, 1970, approving the appointment of Shri M. R. Bhide, subject to the approval of the Central Government, as Managing Director, designated as Executive Vice-Chairman of the company for a period of 5 years with effect from 26th March, 1970, on a monthly salary of Rs.7,000 plus 1 per cent commission on the net profits of the company plus certain perquisites. The company has made an application under sections 269/309/198(1) of the Companies Act, seeking the approval of the Company Law Board to this appointment. The application of the company is being considered by the Company Law Board on merits.

(b) The investments made by the Life Insurance Corporation in the Voltas Limi-

ted during the last 3 years are as follows :

Year ended	Debentures		Equity Shares		Total	
	Face Value	Book Value	Face Value	Book Value	Face Value	Book Value
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
31st March, 1967 ..	20,00,000	19,60,000*	15,75,700	21,070	35,75,700	19,81,070
31st March, 1968			7,000	15,246	7,000	15,246
31st March, 1969 ..	8,000	7,695	5,000	11,043	13,000	18,738

* Includes 15,657 Bonus Share of Rs.100 each F. P. for which there is no corresponding Book Value.

REHABILITATION OF ASHOK PAPER MILLS, DARBHANGA

6317. Shri Bhogendra Jha : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to refer to the reply given to Unstarred Question No. 3343 on the 17th March, 1970, regarding the Ashok Paper Mills, Darbhanga and Thakur Paper Mills, Samastipur and state :

(a) whether it is a fact that the proposed scheme for the rehabilitation of the Ashok Paper Mills, Darbhanga in collaboration with the Governments of Bihar and Assam provides for the total shifting of all the pulp and paper machines to Assam and installation of a new (thirty-ton-a-day) machine at the present site after importing the same ;

(b) whether the people of Darbhanga are determined to oppose the shifting of these machines ; and

(c) if so, the steps being taken up to rehabilitate the Mill at the present site ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) The proposed scheme for the rehabilitation of Ashok Paper Mills as received from the Government of Assam provides for shifting of most of the existing machinery lying at

Darbhanga to Assam and also for installation of a new paper plant in Darbhanga to be fed on pulp to be supplied from the plant at Assam.

(b) and (c) The information is being collected and will be laid on the Table of the House.

WRONG FIXATION OF SENIORITY OF SHED KHALLASI, ETC., IN SAMASTIPUR DIVISION (NORTH EASTERN RAILWAY)

6318. Shri Bhogendra Jha : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that a seniority list (provisional) was published on the 1st April, 1969 in Samastipur Division of the North Eastern Railway in which Shed Khallasi and B. M. Khallasi having opted for the group of engine cleaners have been treated for seniority from the date of their appointment in the Railway Service to the detriment of those who were formally selected as engine cleaners on the basis of different syllabus and standard ;

(b) whether there is a great demand for the reversal of the said order and, if so, whether it is proposed to review the same ; and

(c) if it is not proposed to review the position, the reasons therefor ?

The Minister of Railways (Shri Nanda): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

ALLEGED DESTRUCTION OF DOCUMENTS CONNECTED WITH ELYAPERUMAL COMMITTEE

6319. Shri Suraj Bhan : Will the Minister of Law and Social Welfare be pleased to state :

(a) whether it is a fact that some documents connected with the Elyaperumal Committee on Untouchability etc., in the office of the Director-General, Backward Classes, Department of Social Welfare, have been deliberately destroyed ;

(b) whether it is also a fact that the Short hand note book of the Steno grapher attached with the Director General containing the dictation of the said Officer embodying the whole dissenting note appearing in the name of one Shri R. Achhutan in the Report of the said Committee is one of the said documents destroyed ;

(c) whether it is further a fact that the preservation of the said note book and other documents was specifically sought for and, if so, by whom and when ;

(d) the reasons why the documents in question have been destroyed ; and

(e) the name and designation of the person responsible for this and the action taken against him ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. (Shrimati) Phulrenu Guha) : (a) No.

(b) No.

(c) to (e). The Hon'ble Member had written to the Chairman of the Parliamentary Committee on the Welfare of Scheduled Castes and Scheduled Tribes asking that all documents pertaining to the Elayaperumal Report should be preserved. All available documents are being preserved. The short-hand note books referred to had however, been destroyed in the normal course before the requisition was received.

PAID RESTS TO CASUAL LABOUR EMPLOYED IN DELHI AREA (NORTHERN RAILWAY)

6320. Shri Suraj Bhan : Will the Minister of Railways be pleased to state :

(a) whether the casual labour employed over the Northern Railway in Delhi area is given unpaid rests as against paid rests given to such people outside Delhi area ;

(b) whether Government have any proposal under consideration to remove this discrimination ; and

(c) if not, the reasons therefor ?

The Minister of Railways (Shri Nanda) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

रेलवे अस्पताल भटिंडा (उत्तर रेलवे) के मृत चतुर्थ श्रेणी कर्मचारियों के परिवारों को भविष्य निधि तथा परिवार पेंशन का भुगतान

6321. श्री निहाल सिंह : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे अस्पताल भटिंडा (उत्तर रेलवे) के उन चतुर्थ श्रेणी के कर्मचारियों की संख्या कितनी है जिनकी मृत्यु 1964 और 1968 के बीच हुई और उनमें से उनकी संख्या कितनी है जिनके आश्रितों को परिवार पेंशन मंजूर की गई थी तथा भविष्य निधि का भुगतान किया गया था और उनमें से उनकी संख्या कितनी है जिनको परिवार-पेंशन मंजूर नहीं की गई थी ;

(ख) उक्त सभी मृत कर्मचारियों के परिवारों की परिवार-पेंशन मंजूर करने के बारे में सरकार द्वारा क्या कार्यवाही की जा रही है और इस बारे में विलम्ब के क्या कारण हैं ; और

(ग) क्या सरकार का विचार यह सुनिश्चित करने के लिये एक पृथक पेंशन विभाग बनाने का है कि सेवा काल में मरने वाले तथा सेवा निवृत्त पाने वाले कर्मचारियों के आश्रितों को शीघ्र पेंशन मिले ?

रेलवे मंत्री (श्री निन्हा) : (क) से (ग). सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

PAPER MILL IN NORTH BENGAL

6322. **Shri Jyotirmoy Basu** : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) whether there is any immediate plan to set up a paper mill in North Bengal, where there is plenty of raw material available ;

(b) if so, the details thereof and the date by which the work will commence ; and

(c) if not, the reasons therefor ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) No, Sir.

(b) and (c). Do not arise.

डम डम रेलवे स्टेशन पर रेल डिब्बे तोड़ने वाली हिंसात्मक भीड़ पर गोली चलाया जाना

6323. **श्री रमेशचन्द्र व्यास** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गत 20 मार्च 1970 को डम डम रेलवे स्टेशन क्षेत्र पर रेलवे बैंगनों को तोड़ने वाली हिंसात्मक भीड़ पर पुलिस को गोली चलानी पड़ी थी;

(ख) यदि हाँ, तो उक्त घटना में मारे गये व्यक्तियों तथा अग्रहृत हुए व्यक्तियों की संख्या कितनी है;

(ग) क्या इस सम्बन्ध में कुछ व्यक्तियों को गिरफ्तार किया गया है; और

(घ) यदि हाँ, तो क्या गिरफ्तार किये गये व्यक्ति किसी राजनीतिक दल से सम्बन्धित हैं?

रेल-मंत्री (श्री नन्दा) : (क) जी हाँ ।

(ख) एक अपराधी को गोली लगी जिसके कारण बाद में वह मर गया । किसी और व्यक्ति को चोट लगने की रिपोर्ट नहीं मिली है ।

(ग) जी हाँ, दो बदमाश गिरफ्तार किये गये थे ।

(घ) इस बात की जानकारी नहीं है ।

PERCENTAGE OF PROMOTION QUOTA OF CLASS III STAFF *

6324. **Shri Chandrika Prasad** : Will the Minister of **Railways** be pleased to state :

(a) whether his Ministry has arrived at certain decision regarding increasing the percentage of promotional quota of Class III Clerical staff, as announced by the former Minister of Railways on the 7th January, 1969 ; and

(b) if so, what is the increased percentage and how long will it take to implement it ?

The Minister of Railways (Shri Nanda) : (a) and (b). Orders have been issued providing relief in the form of personal pay for the non-gazetted staff on Railways who have been or will be stagnated at the maximum of their pay scale for two years or more. Government do not propose to take further steps in the matter for the present in view of the fact that Government have already announced the setting up of a new Pay Commission.

उधना से लेकर भुगडाला पोर्ट (गुजरात राज्य) तक रेलवे लाइन बिछाना

6325. **श्री चन्द्रिका प्रसाद** : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात राज्य में सूरत में, उधना से लेकर भुगडाला पोर्ट तक रेलवे लाइन बिछाने के बारे में सर्वेक्षण किया गया है; और

(ख) यदि हाँ, तो रेलवे लाइन कब तक बिछाये जाने की सम्भावना है?

रेल-मंत्री (श्री नन्दा) : (क) और (ख). पहले कभी इस रेलवे लाइन के लिए सर्वेक्षण नहीं किया गया था । लेकिन उधना से

भगदल्ला पोर्ट तक एक नई रेलवे लाइन के लिए यातायात की संभावनाओं का पता लगाने का काम आरम्भ किया जा रहा है। यातायात की संभावनाओं का पता लग जाने के बाद इस परियोजना पर आगे विचार किया जायेगा।

**INCENTIVE SCHEME FOR STENO-
GRAPHERS AND TYPISTS AND
SPECIAL PAY TO TELEPHONE
TELEPRINTER COMPTOMETER
OPERATORS**

6326. Shri Chandrika Prasad : Will the Minister of Railways be pleased to refer to the reply given to Unstarred Questions No. 4058 and 4059 on the 16th December, 1969 regarding the incentive scheme for Stenographers and Typists, and Special Pay to Telephone/Teleprinters/Comptometer Operators and Typists on Indian Railways, respectively and state :

(a) whether it is a fact that the work of a Typists is of an arduous nature in so far as he is required to accompany the Departmental officers on line in the cases of D. A. R. , and Accident enquiries where they are made to work even during night hours in the Saloons of the Officers in running trains ;

(b) whether it is also a fact that a Typist is required to type from the manuscripts which in most cases are written illegibly and contain spelling errors and a Typist is supposed to type all such letters correctly ;

(c) if so, the reasons for not considering the grant of incentive to Typists as is granted to Stenographers on the same grounds ;

(d) whether it is further a fact that there are incidence of diseases like T. B., Blood-Pressure, Heart weakening and early weakness of eyes among the Typists whose duties are of a very arduous nature ; and

(e) if so, the reasons for not granting to them the Operating Allowance in the shape of special pay as granted to the Teleprinter/Telephone/Comptometer Operators ?

The Minister of Railways (Shri Nanda) : (a) Such cases of Typists being

booked to proceed on tour in the case of Enquiries are not many and such duties cannot be treated as arduous in nature.

(b) A typist is required to type not only from hand-written documents but also from printed and typed documents.

(c) The considerations referred to in parts (a) and (b) of the question do not constitute sufficient justification for the grant of incentive.

(d) Incidences of diseases like T. B., Blood Pressure, Heart Weakening and early weakness of the eyes cannot be said to be any higher among typists than among other employees in sedentary occupations and none of these diseases can be considered as an "occupational hazard" qualifying for a special allowance.

(e) Does not arise.

घाघरा नदी के मांझी पुल पर यातायात

6327. श्री चन्द्रिका प्रसाद : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या घाघरा नदी के मांझी पुल से बलिया को उत्तर प्रदेश तथा बिहार की सीमा पर स्थित छपरा से मिलाता है ;

(ख) क्या यह पैदल चलने वालों तथा परिवहन गाड़ियों के लिए बन्द है; और

(ग) यदि हाँ, तो क्या इस पर यातायात के लिए प्रबन्ध किया जायेगा जैसा कि पीलीभीत में जेहवा नदी पर बने पुल के सम्बन्ध में किया गया है ?

रेलवे-मंत्री (श्री नन्दा) : (क) और (ख). जी हाँ।

(ग) परिवहन वाहनों और पैदल चलने वालों को मांझी पुल से जाने देने के लिए इस पुल पर सड़क-डैकिंग की व्यवस्था करना आवश्यक होगा जो व्यावहारिक नहीं है क्योंकि इससे गडरों पर बहुत अधिक जोर पड़ेगा और पुल पर गाड़ियों की रफ्तार पर प्रतिबन्ध लगाना होगा जिससे लाइन-क्षमता पर प्रभाव पड़ेगा।

**TELEPHONE SERVICES IN EXPRESS
MAIL TRAIN**

6328. Shri Ram Avtar Sharma :

Shri Sradhakar Supakar :

Will the Minister of **Railways** be pleased to state :

(a) whether it is a fact that telephone service is proposed to be introduced in the Brindawan Express running between Bangalore and Madras ; and

(b) if so, the details of the scheme and the names of other Express/Mail trains in which such facility will be provided ?

The Minister of Railways (Shri Nanda) : (a) and (b). Experimental trials are being conducted for establishing telephone communication between a moving train and a control office for operational purposes. If these trials are proved to be successful, the possibility of extension of such communication for the use of travelling public will be investigated in consultation with the Ministry of Communication.

**ADVISORY FUNCTION OF DELHI
STATE NARI NIKETAN BOARD**

6329. Shri Achal Singh : Will the Minister of **Law and Social Welfare** be pleased to state :

(a) whether it is a fact that the "Rescue Home" and "Delhi State Nari Niketan" are two separate and independent Homes in Delhi ;

(b) if so, the reasons why the expenditure of the Delhi State Nari Niketan is sanctioned in the name of 'Rescue Home' ;

(c) whether it is also a fact that the Delhi State Nari Niketan Board is an advisory Board ; and

(d) if so, how it advises Government and on which matters ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. (Shrimati) Phulrenu Guha) : (a) No, Sir.

(b) Grant is sanctioned in the name of Nari Niketan and not in the name of Rescue Home.

(c) No, Sir. It is primarily a managing committee of the institution but is also an Advisory Committee of the Government.

(d) It may give its advice on matters referred to it by Government in relation to the sphere of work of Nari Niketan.

**PAYMENT OF DEARNESS ALLOWANCE
TO EMPLOYEES OF DELHI STATE
NARI NIKETAN**

6330. Shri Achal Singh : Will the Minister of **Law and Social Welfare** be pleased to state :

(a) whether it is a fact that the Dearness Allowance is not paid to the employees of the Delhi State Nari Niketan at par with the employees of the Delhi Administration ; and

(b) if so, the reasons therefor ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. (Shrimati) Phulrenu Guha) :

(a) and (b). Whenever the Dearness Allowance is revised for the employees of Delhi Administration, the same does not become applicable to the employees of Nari Niketan automatically. In such cases on receipt of a request from Nari Niketan, sanction is accorded separately for the revision of the Dearness Allowance payable to the employees. Last enhanced Dearness Allowance which was applicable with effect from 1st September, 1968 was also sanctioned by the Delhi Administration in March, 1970 and has also been paid to the employees of Nari Niketan.

**ISSUE OF LICENCES TO PARTIES IN
WEST BENGAL TO MANUFACTURE
STAINLESS STEEL**

6331. Shri Jugal Mondal : Will the Minister of **Steel and Heavy Engineering** be pleased to state :

(a) the number of parties in West Bengal who applied for licences during 1969-70 for the manufacture of stainless steel ; and

(b) the number of parties to whom licences were issued during the above period, the value of licences and the purposes for which these were granted ?

The Deputy Minister in the Ministry of Steel and Heavy Engineering (Shri Mohammad Shafi Qureshi) : (a) and (b) No application was received during the year 1969-70 for manufacture of stainless steel from any party in West Bengal.

AUTHORISED AND PAID UP CAPITAL OF FILM COMPANIES

6332. Shri Arjun Singh Bhadoria : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) the authorised and paid-up capital of the following film Companies working in India :

(i) Venus Pictures (P) Limited, Madras (ii) Prosperity Pictures (P) Limited, Madras (iii) Vanhani, Productions (P) Limited, Madras at the time of their setting up and as on the 31st March, 1970 ;

(b) the amount of loan received by these companies up to the 31st March, 1970 from Government, Banks or other parties ;

(c) the amount paid as interest by these companies during the last three years ;

(d) the names and addresses of the Directors together with the names of shareholders of these companies ;

(e) the details of their performance during the last three years and the amount of profit or loss, if any ; and

(f) the reasons for losses and the estimates for the year 1970-71 ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (f) The information sought for in respect of the three film companies is given in the statement laid on the Table of the House [Placed in Library. See No. LT-3194 / 70].

SURVEY TO DETERMINE BACKWARD- NESS OF TRIBAL AREAS

6333. Shri K. N. Pandey : Will the Minister of **Law and Social Welfare** be pleased to state :

(a) whether any survey has been conducted to determine the extent of backwardness of tribal areas in the country ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. Shrimati Phulrenu Guha) :

(a) to (c) Besides the socio-economic data given in 1961 Census which indicate the relative backwardness of tribal areas, no specific survey has been conducted to determine the extent of backwardness of tribal areas in the country. Planning Commission, however, set up a Working Group in 1968 for the identification of Backward Areas under the Chairmanship of Shri B. D. Pande, the then Secretary, Planning Commission on the recommendation of the Committee of the National Development Council.

LOANS TO FIRMS AND COMPANIES IN MAHARASHTRA

6334. Shri K. N. Pandey : Will the Minister of **Industrial Development, Internal Trade and Company Affairs** be pleased to state :

(a) the number and names of firms and companies to which loans were given for industrial development in the Maharashtra State during the last three years ;

(b) whether it is a fact that some firms to whom the loans were sanctioned were found bogus and they did not set up any industrial establishment ; and

(c) if so, the names of such firms and the nature of action taken by Government in each case ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (c) Information is being collected and will be placed on the Table of the House.

LOCOMOTIVES MANUFACTURED BY DIESEL LOCOMOTIVE WORKS UNFIT FOR HIGH SPEED TRAINS

6336. Shri K. N. Pandey : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that the Diesel Locomotive Works, Varanasi manufacture locomotives which are not fit for high speed trains ; and

(b) if so, the reasons for their manufacture in India in collaboration with an American firm ?

The Minister of Railways (Shri Nanda) : (a) and (b) Diesel Locomotives which are being built at Diesel Locomotive Works at present are designed for general services and are being utilized for working freight and passenger trains on trunk routes. The question of designing a suitable type of locomotive for higher speed trains to be built at Diesel Locomotive Works, is under consideration of the Research, Designs and Standards Organisation.

CALL GIRLS RACKET IN BIG HOTELS OF BOMBAY, CALCUTTA AND DELHI

6336. Shri K. N. Pandey : Will the Minister of Law and Social Welfare be pleased to state :

(a) whether Government are aware that call girls racket in big hotels of Bombay, Calcutta and Delhi is increasing day by day and thereby corruption is being encouraged ; and

(b) if so, the steps taken by Government in this regard ?

The Minister of State in the Ministry of Law and in the Department of Social Welfare (Dr. Shrimati Phulrenu Guha) : (a) and (b) Information is being collected from the State Governments and will be laid on the Table of the house as soon as received from them.

INDO-RUSSIAN AGREEMENT ON EXPANSION OF BHILAI STEEL PLANT

6337. Shri Ram Kishan Gupta : Will the Minister of Steel and Heavy Engineering be pleased to state :

(a) whether an agreement between India and Russia on the expansion of the Bhilai Steel Plant has been entered into ; and

(b) if so, the main terms thereof ?

The Deputy Minister in the Ministry of Steel and Heavy Engineering (Shri Mohammad Shafi Qureshi) : (a) No, Sir.

(b) Does not arise.

DESPATCH OF CONSIGNMENT OF VEGETABLE AND FRESH FRUIT WITHOUT PARCEL WAY BILL

6338. Shri Onkar Lal Berwa :

Shri P. N. Solanki :

Shri Chandrika Prasad :

Will the Minister of Railways be pleased to state :

(a) whether it is a fact that on the Western Railway the traders have to pay the cost of the vegetable and fresh fruit consignments in case these are received without parcel way bill at destination even in face of the General Indemnity Bond executed by them ;

(b) whether it is also a fact that the similar procedure is not adopted on other Railways ;

(c) if so, the reasons for such differential treatment with the traders by the Western Railway Administration ;

(d) whether Government have received some complaints in this regard ; and

(e) looking to the difficulties of the traders, whether Government will consider to scrap such orders prevailing on the Western Railway and keep the Railways on uniform pattern ?

The Minister of Railways (Shri Nanda) : (a) Yes, when consignments of perishable goods are received and they cannot be connected for want of either Parcel Way Bill/Railway Receipt or proper markings, the ownership cannot be established and, for that reason, delivery is granted on the estimated value of the goods being

deposited by the person claiming delivery.

(b) No ; this procedure is applicable on all Indian Railways.

(c) Does not arise.

(d) Yes.

(e) The procedure was adopted in view of the fact that some traders, after taking delivery of the goods on General Indemnity Note refrained from surrendering the Original Railway Receipt/Parcel Way Bill but, instead, preferred claims for non-delivery on the strength of the Original Railway Receipts/Parcel Way Bill held by them. Certain merchants have filed Civil Suits against the value deposit system and the matter is, therefore, *subjudice*.

SETTING UP OF CERAMIC PLANT AT KUNDARA (KERALA)

6339. **Shri K. Anirudhan** : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether the ceramic wealth of Kundara (Kerala) has been fully utilized by the Small-scale Industries Service Institute of Kerala ; and

(b) whether any Ceramic Decorating Plant on the lines of the one at Indore is proposed to be set up at Kundara in the Public sector ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) The Small Industries Service Institutes located in each State do not by themselves exploit any resources available in the State. They, however, provide technical guidance and consultancy service to potential entrepreneurs who wish to set up industries utilising these resources.

(b) A ceramic decorating plant is already in operation in the state public sector at Kundara (Kerala) under the name Kerala Ceramics Limited.

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SETTING UP ALL INDIA LEATHER BOARD

6340. **Shri K. Anirudhan** : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether it is a fact that a proposal to set up an All India Leather Board has been considered at a recent meeting of the Small-Scale Industries Board ;

(b) if so, the result of the discussion held at the meeting ;

(c) whether any final decision was taken in this regard ; and

(d) the additional development work envisaged by the Leather Board ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) Yes, Sir.

(b) to (d) The proposal to set up an All India Leather Board to improve the social and economic lot of the persons engaged in the industry and to develop the industry on modern lines was approved at the S. S. I. Board's meeting held in January, 1970. The matter is under consideration of the Government.

CODE OF CONDUCT FOR FAIR DEAL TO CONSUMERS IN PRICES, QUALITY OF GOODS AND SERVICES

6341. **Shri Ishaq Sambhali** : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether it is a fact that the Fair Trade Practices Association had adopted a voluntary code of conduct to ensure fair deal to the consumers in prices, quality of goods and services supplied ; and

(b) if so, how far it has succeeded in preventing the shooting prices ?

The Minister of Industrial Development, Internal Trade and Company

Affairs (Shri F. A. Ahmed) : (a) and (b) Information is being collected and will be laid on the Table of the House.

**EXTENSION OF SOCIAL WELFARE
ACTIVITIES ON RAJASTHAN
BORDER**

6342. Shri Naval Kishore Sharma : Will the Minister of Law and Social Welfare be pleased to state :

(a) whether Government's attention has been drawn to the statement of the Chairman of Central Social Welfare Board wherein she has stressed the need for the extension of Social Welfare activities on the border in Rajasthan ; and

(b) if so, the steps Government propose to take and the amount likely to be required for such extension ?

The Minister of State in the Ministry law and and in the Department of Social Welfare (Dr. Shrimati Phulrenu Guha) : (a) Yes, Sir.

(b) Suitable programmes are being drawn up by the Rajasthan State Social Welfare Advisory Board.

**MEETING OF DEPARTMENTAL PRO-
MOTION COMMITTEE AND CON-
FIRMATION OF CLASS I
OFFICERS—TRAFFIC
DEPARTMENT**

6343. Shri Onkar Lal Berwa : Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 3302 on 17th March, 1970, regarding the confirmation of Class I Officers in Traffic Department of Railways appointed in 1958 and state :

(a) the dates on which the Departmental Promotion Committee held its session since 1964 till now and when it is going to meet in future ;

(b) the names of members of the said Committee who were present in those meetings ;

(c) whether the cases of Officers who are waiting permanent posting for the last

ten years and above will be taken into consideration ;

(d) whether the discontentment prevailing among Officers for confirmation etc., is the main cause for the downfall in the efficiency in the Railways ;

(e) whether it is a fact that Officers working in the Railway Board are confirmed immediately whereas the Officers working on line suffer ; and

(f) if not, the total number of Class I and Class II Officers working on the Railways separately in the Railway Board and on line, and the number out of them of those who have been confirmed and of those who are waiting confirmation ?

The Minister of Railways (Shri Nanda) : (a) The Unstarred Question No. 3302 of the Honourable Member related to Temporary (unclassified) Officers of the Transportation Department. Five Departmental Promotion Committee meetings were held i.e. on 30th January, 1965, 18th December, 1965, 10th January, 1967, 4th April, 1968 and 15th April, 1969. Next meeting is likely to meet in a couple of months or so ; the dates for these meetings are fixed by the Union Public Service Commission.

(b) Departmental Promotion Committee consists of one Member of the Union Public Service Commission who acts as Chairman of the Committee and two Directors of the Railway Board viz. Director Establishment and the Director of the Department concerned. Names are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-3195/70].

(c) Yes.

(d) No. There is no basis for this surmise.

(e) No. The procedure for confirming officers in the Railway Board and on Railways is the same.

(f) Information is being collected and will be placed on the Table of the House.

**SEAMLESS STEEL POWER MILL
IN TAMIL NADU**

6344. Shri Murasoli Maran : Will the Minister of Industrial Development, Internal Trade and Company Affairs : be pleased to state :

(a) whether the Tamil Nadu Government have submitted a proposal for setting up Seamless Steel Power Mill in the public sector ;

(b) if so, whether Government have accepted the proposal ; and

(c) if not, the reasons for delay in accepting or otherwise of the proposals ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) An application from Tamilnadu Industrial Development Corporation, Madras has been received for setting up a new unit in the State Sector in Tamil Nadu, for the manufacture of seamless steel tubes.

(b) and (c) The application is under consideration.

**ALLOTMENT OF STEEL MATERIALS
TO TAMIL NADU ELECTRICITY BOARD**

6345. Shri Murasoli Maran : Will the Minister of Steel and Heavy Engineering be pleased to state :

(a) whether the Tamil Nadu Electricity Board has asked for allotment of steel materials for its rural electrification programme ;

(b) if so, the action taken thereon ;

(c) whether there are any difficulties in hastening the movement of steel to the Tamil Nadu Electricity Board ;

(d) if so, whether the Tamil Nadu Electricity Board will be allowed to import their requirements ; and

(e) if not, the reasons therefor ?

The Deputy Minister in the Ministry of Steel and Heavy Engineering (Shri Mohammad Shafi Qureshi) : (a) Yes, Sir.

(b) to (c) Yes, Sir. Due to resurgence of building activity all over the country and due to launching of crash programmes for rural electrification by many State Electricity Boards demands for certain categories of steel have increased. As such, it may not be possible to meet the entire requirements of the Tamil Nadu Electricity Board immediately. To the extent possible, their emergent requirements will be met. Since all the materials asked for by them cannot be utilised all at once and the steel materials can be supplied in a phased manner, imports may not be necessary.

**SETTING UP OF A CONTINUOUS
STEEL CASTING PLANT AT
ARKONAM (TAMIL NADU)**

6346. Shri Murasoli Maran : Will the Minister of Steel and Heavy Engineering be pleased to state :

(a) whether Government are aware that the setting up of a Continuous Steel Casting Plant at Arkonam in Tamil Nadu is delayed for want of steel ;

(b) whether the Government of Tamil Nadu have made a number of references for increased allotment of steel ; and

(c) if so, the action taken by the Central Government in order to get the required steel allotted ?

The Deputy Minister in the Ministry of Steel and Heavy Engineering (Shri Mohammad Shafi Qureshi) : (a) and (b) The Tamil Nadu Government had represented for expeditious supplies of steel materials required for the construction of the Continuous Casting Plant at Arkonam.

(c) The Joint Plant Committee have been advised to expedite supplies keeping in view the priority of the project, which will augment the supply of billets at present in short supply in the country.

FOREIGN COLLABORATION IN TECHNOLOGY

6347. Shri K. N. Pandey : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) the number of cases in which permission has been given to the Indian manufacturers both in the public and private sectors to have collaborations with the same manufacturers in a foreign country as far as a specific technology for production is concerned ;

(b) the names of the Indian manufacturers and the counterpart collaborator, item-wise ;

(c) the steps taken by Government to avoid this duplication which results in drain of foreign exchange for the same product or technology ; and

(d) the number of cases in which permission has been given for collaboration with different firms of foreign countries for the same product with similar technology ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a), (b) and (d). The information is being collected and will be laid on the Table of the Sabha.

(c) With a view to avoiding repetitive import of know-how, Government has decided that co-ordinated negotiation should be conducted with foreign parties in fields where a number of foreign collaboration agreements already exist and a new party applies for the same or similar know-how ; or where a number of new units in the same field are proposed to be set up in the country at about the same time.

FENCING OF PLATFORMS AND MEASURES TO CHECK TICKETLESS TRAVELLING

6348. Shri Lobo Prabhu : Will the Minister of Railways be pleased to state :

(a) the reason why a survey has not been made for fencing the Railway platforms in order to check ticketless travel ;

(b) what would a phased programme for the same cost Government ;

(c) the reason why the Railway Protection Force personnel are not used at entrances to platforms to check the leniency of the Railway staff to those without train and platform tickets ;

(d) the reason why all persons on the Railway Platforms are not subject to check for their train and platform tickets ; and

(e) whether the Railway Protection Force personnel are rewarded for detecting theft of property and what was the total amount of reward given last year ?

The Minister of Railways (Shri Nanda) : (a) to (e). The information is under collection and will be laid on the table of the Sabha.

EQUAL UPGRADATION IN OFFICERS' AND CLERKS' CADRES IN ADMINISTRATIVE AND DIVISIONAL OFFICES CENTRAL RAILWAY

6349. Shri Nitiraj Singh-Chaudhary : Will the Minister of Railways be pleased to state :

(a) whether the work load in the Administrative and Divisional Offices of the Central Railway has increased since 1966 ;

(b) if so, the extent of increase ;

(c) whether the staff strength has also been increased proportionately and, if not, how efficiency is maintained at the required level ;

(d) what is the percentage of upgrading of officers' cadre since 1965 ; and

(e) whether there has been an equivalent upgradation in Clerks' Cadres and if not, the reasons therefor ?

The Minister of Railways (Shri Nanda) : (a) to (e). The information is being collected and will be placed on the table of the House in due course.

**INCREASE IN CLERICAL CADRE AS ALSO
IN CLASS I AND CLASS II OFFICERS
IN RAILWAY BOARD AND
ZONAL RAILWAYS**

6350. Shri Nitiraj Singh Chaudhary:
Will the Minister of Railways be pleased to state :

(a) the number of Class I and Class II Officers working in the Railway Board in 1965 and now ;

(b) the reasons for the increase ;

(c) the percentage of increase in Class I and Class II Officers' cadre in various Zonal Railways during the above period and reasons for the same ; and

(d) whether there has been a corresponding increase in the Clerical cadre and, if not, the reasons therefor ?

The Minister of Railways (Shri Nanda) : (a) 1965 : 382.

1970 : 347.

(b) In view of (a) above, the question does not arise.

(c) The percentage increase in Class I and II posts is 25.8. The increase is primarily due to mass upgradation of class III posts of Assistant Surgeons to Class II as Assistant Medical Officers.

(d) This information is being collected and will be laid on the table of the House.

**LEASING OUT OF CENTRAL RAILWAY
AGRICULTURAL FIELD NEAR
HOSHANGABAD RAILWAY
STATION**

6351. Shri Nitiraj Singh Chaudhary:
Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 2358 on the 10th March, 1970 regarding the leasing out of the Central Railway Agricultural Field near Hoshangabad Railway Station by public auction and state :

(a) whether the so-called lease was without auction and was set aside by the Commissioner and Revenue Board ;

(b) whether the Collector took over possession of the plot on the 15th March, 1969 ;

(c) whether the person continued in wrongful possession for about three years ; and

(d) whether there is any move to recover the profits wrongfully earned ?

The Minister of Railways (Shri Nanda) : (a) to (d). The information is being collected and will be laid on the table of the Sabha.

**LOCATING CONTROL OFFICES AWAY
FROM MARSHALLING YARDS AND
SHIFTING OF ITARSI CONTROL
OFFICE TO BHILAKHEDI YARD**

6352. Shri Nitiraj Singh Chaudhary:
Will the Minister of Railways be pleased to state :

(a) whether Marshalling and other Railway Yards are susceptible to accidents because of accumulation of wagons loaded with all kinds of materials ;

(b) whether explosion and fire, respectively, in Bhusawal and Kalyan yards of the Central Railway caused loss of Railway property and life ;

(c) whether the Control Offices on Railways are essential for train movements ;

(d) whether as a matter of abundant caution the control offices are kept away from Yards ; and

(e) if so, the reason why the Itarsi Control office is being shifted to the Bhilakhedi Yard ?

The Minister of Railways (Shri Nanda) : (a) No. Railway yards are no more susceptible than any other place.

(b) Yes.

(c) Yes.

(d) No. Proximity or otherwise of yards is no criterion for the location of control offices.

(e) Does not arise. However, Itarsi control office is being shifted to Bhilakhedi yard for better supervision.

CONFERENCE OF CHIEF MEDICAL OFFICERS OF RAILWAYS

6353. Shri Rajdeo Singh : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that a Conference of Chief Medical Officers of Railways was held on 29th and 30th September, 1969 ;

(b) whether it is also a fact that the said Conference recommended certain channel of promotions and pay scales for the Railway Pharmacists ;

(c) whether it is further a fact that the said recommendations are not being considered as per decision of the Railway Board ;

(d) if so, the necessity and object of holding such conferences ; and

(e) the time and amount spent thereon ?

The Minister of Railways (Shri Nanda) : (a) Yes.

(b) and (c). The Chief Medical Officers have not made any recommendations in regard to pay scales and channel of promotions of Pharmacists on the Railways.

(d) and (e). Meetings of Heads of various Departments serve very useful purpose in regard to evolution and implementation of policies and related schemes, exchange of views on the technical and administrative problems and other matters relating to each Department. The recommendations made in such meetings are, however, not mandatory and are examined with reference to their merits, financial implications etc. On the meeting of the Chief Medical Officers held in September, 1969 no additional expenditure by way of time or money was incurred other than what is usual in such

cases towards daily allowance to officers who attend the meeting, stationary etc. for which no account is being maintained. The Board also hosted a lunch to the invitees to the Conference including some representatives of connected services on which an expenditure of Rs. 515.76 p. was incurred.

GRANT OF HONORARIUM AND T. A. TO CERTAIN EMPLOYEES OF DIVISIONAL ACCOUNTS OFFICE, (NORTHERN RAILWAY), NEW DELHI

6354. Shri Raj Deo Singh : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that a handful of selected persons of the Divisional Accounts Office, Northern Railway, New Delhi are being regularly sent to outstations every month for the disbursement of *ex-Gratia* Pension payment to the retired Railway employees ;

(b) if so, the basis and pattern of this "Pick up and choose" of such staff for this purpose and frequency of their outstation duty every month together with their T. A. claims settled for the year 1968-69 ;

(c) whether such persons besides being granted normal T. A. as per rules are also granted honorarium for such outstation duty ; and

(d) if so, the total amount of such honorarium granted to these persons for the years 1968-69 and 1969-70 ?

The Minister of Railways (Shri Nanda) : (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

निर्धन लोगों को निःशुल्क कानूनी सहायता

6355. श्री जनेश्वर मिश्र :

श्री देविन्दर सिंह गार्वा :

श्री बाल्मीकी चौधरी :

श्री हेम राज :

क्या बिधि तथा समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या निम्न लोगों को निःशुल्क कानूनी सहायता उपलब्ध करने का कोई प्रस्ताव सरकार के विचाराधीन है; और

(ख) यदि हाँ, तो इस प्रस्ताव को कब तक कार्यान्वित किया जायेगा ?

विधि मंत्रालय और समाज कल्याण विभाग में उपमन्त्री (श्री मु० युनुस सलीम) : (क) गरीबों को निःशुल्क विधिक सहायता की व्यवस्था की जिम्मेदारी मौलिक रूप से राज्य सरकारों की है, अतः इस प्रकार की कोई प्रस्थापना इस समय विचाराधीन नहीं है ।

(ख) प्रश्न ही नहीं उठता ।

DILAPIDATED QUARTERS FOR RAILWAY STAFF AT HOTGI STATION (SOUTH CENTRAL RAILWAY)

6356. Shri Jagannath Rao Joshi : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that the staff working at Hotgi Station (South Central Railway) is forced by the Railway authorities to occupy the quarters lying vacant for a number of years ;

(b) whether it is also a fact that the said quarters are in a dilapidated condition and absolutely unfit for human habitation ;

(c) whether Government will demolish the same and build new quarters or else allow the staff to continue in their present private quarters ; and

(d) if not, the reasons therefor ?

The Minister of Railways (Shri Nanda) : (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

LEVEL CROSSING NEAR VIKROLI STATION (BOMBAY SUBURBAN STATION)

6357. Shri Jagannath Rao Joshi : Will the Minister of Railways be pleased to state :

(a) whether Government are aware that the people of Vikroli (Bombay Suburban Station) are persistently demanding the opening of the level crossing near Vikroli Station ;

(b) if so, when the same will be done ; and

(c) if not, the reasons therefor ?

The Minister of Railways (Shri Nanda) : (a) Yes.

(b) and (c). A new level crossing near Vikhroli was constructed to the south of the station and opened on 11th April, 1964, simultaneously closing the existing level crossing No. 13, as agreed to by the Maharashtra State Government. The new level crossing was provided as a 'deposit' work, chargeable to the Maharashtra Housing Board, to serve the housing tenements constructed by them nearby.

Immediately after this, the inhabitants of Vikhroli village filed a writ for restoration of level crossing No. 13 in the Maharashtra High Court, which then passed interim orders on 27th April, 1964 asking the railway to close the new level crossing and to keep the old level crossing No. 13 open. This order was implemented on 1st May, 1964, since when the matter is pending a final decision in the Bombay City Civil Court.

The Railways do not find it possible to keep both the level crossings open as the two are barely about 42 furlongs apart and that too on a section with heavy rail traffic. In view of this and also that the Railway agreed to provide the new level crossing only after obtaining the consent of the Maharashtra Government to closing of the level crossing No. 13, the question of re-opening the new level crossing, would arise only if the Civil Court decide that the old one may be closed down.

IMPLEMENTATION OF ORDERS IN RESPECT OF STATION MASTERS, ASSISTANT STATION MASTERS AND GUARDS ETC., OF DELHI DIVISION (NORTHERN RAILWAY)

6358. Shri Raj Deo Singh : Will the Minister of Railways be pleased to state :

(a) Whether there is a provision of 16.2/3 per cent minimum posts of Leave Reserves in all grades for Station Masters, Assistant Station Masters, Drivers and Guards etc., vide Railway Board's letter No. E(G)67 LR1-11 dated the 25th November, 1968 ;

(b) if so, whether this was implemented for the Guards and Drivers in all grades, i.e., 'A', 'B' and 'C' in the Delhi Division of the Northern Railway ;

(c) whether this was also implemented in respect of Station Masters, Assistant Station Masters and, if not, the reasons therefor ;

(d) whether any procedure has been evolved by the Railway Board to ensure that orders once issued by the Railway Board are correctly implemented by the Zonal Railways within a reasonable time ; and

(e) if so, the details thereof and the reasons why the Railway Board failed to ensure proper implementation of the above orders in the case of the Station Masters ?

The Minister of Railways (Shri Nanda) : (a) The Minimum Leave Reserve percentage already prescribed for various categories of operating staff is 16.2/3 whereas for running staff this is 15 per cent. The Board's letter of 25th November, 1968 only authorises the Railway Administrations to bring the leave reserve percentages to the minimum prescribed in respect of categories connected with the safety of train operations if the same happen to be below that minimum.

(b) and (c). The information is being collected and will be laid on the Table of the Sabha.

(d) and (e). Board's orders are invariably implemented by Railway Administrations within a reasonable time, if no clarification is necessary or if no other practical difficulties are involved.

**EXAMINATION OF COST OF PRODUCTION
OF CEMENT IN MESSRS SAURASHTRA
CHEMICAL INDUSTRIES LTD.,
AND MESSRS MADRAS
CEMENT**

6359. Shri Latafat Ali Khan : Will the Minister of Industrial Development,

Internal Trade and Company Affairs be pleased to state :

(a) whether the Tariff Commission 1961 on Cement had given an *ad hoc* price to Messrs. Saurashtra Cement and Chemical Industries Ltd., and Madras Cements and their costs were to be examined by the Commission in the second quarter of 1962 ;

(b) whether their cost of production has never been examined and they continued to get this *ad hoc* price which was maximum under the three-tier system upto 15th April, 1969 and; if so, the reasons why their costs were not examined ;

(c) whether those units also which came into production later on were given highest retention price without any cost examination and, if so, the reasons therefor ; and

(d) whether the cost of production of Saurashtra Cement and Chemical Industries Ltd., as revealed by their published Balance-Sheet is lowest as compared to other cement units and yet it continued to get highest retention price without any cost examination ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (d). The attention of the Hon'ble Member is invited to the Government Resolution on the subject, a copy of which is laid on the Table of the House. [Placed in Library. See. No. LT-3796/70].

**PRICE OF CEMENT FOR MESSRS
SAURASHTRA CEMENT AND
CHEMICAL INDUSTRIES
LTD., AND MESSRS
MADRAS CEMENTS**

6360. Shri Latafat Ali Khan : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether it is a fact that the Tariff Commission, appointed to study the cost of production and prices of cement in 1960, had recommended for Messrs Saurashtra Cement and Chemical Industries Ltd., and Messrs. Madras Cements a price lower than the price recommended for Sone Valley Portland Cement till the final cost of

production of these two units was studied by it in the second quarter of 1962 ;

(b) whether it is also a fact that both these companies have been paid for 9 years a price higher than the price paid to Sone Valley without getting their cost of production examined and in spite of the fact that their published Balance Sheets show their cost of production to be lower than the cost of production of Sone Valley ; and

(c) if so, the reasons therefor ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) to (c). The attention of the Hon'ble Member is invited to the Government Resolution on the subject, a copy of which is laid on the Table of the House. [*Placed in Library. See No. LT-3197/70*].

HOLDING OF TRADE TEST FOR PHARMACISTS FOR CONFIRMA- TION IN INDIAN RAILWAYS

6361. Shri Raj Deo Singh : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that the Pharmacists in the Indian Railways have to undergo a trade test in 'First Aid' to qualify for confirmation in their cadre ;

(b) whether it is also a fact that the Doctors and Nurses are not required to undergo any such tests ; and

(c) if the reply to parts (a) and (b) above be in the affirmative, the reasons thereof ?

The Minister of Railways (Shri Nanda) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

POST OF PHARMACISTS ON INDIAN RAILWAYS

6362. Shri Raj Deo Singh : Will the Minister of Railways be pleased to state :

(a) the total number of posts of Pharmacists on the Indian Railways ;

(b) the total number of vacancies occurring in all the Railways on different dates, date-wise ;

(c) the reasons for not filling them up ; and

(d) the number of posts of Pharmacists surrendered during the year 1961-69 ?

The Minister of Railways (Shri Nanda) : (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

NEW COMPANIES IN PUBLISHING FIELD IN DELHI

6363. Shri Sardar Amjad Ali : Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) how many new companies in the publishing field commenced business in Delhi between October, 1968 and March, 1970 ;

(b) the names and addresses of registered and head offices and also of Directors of those Companies ;

(c) which of these companies or their Directors and Promoters have entered into collaborational contract with American publishers and foreign individuals ; and

(d) whether all these companies maintain sign plates outside their premises ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) and (b). During the period October, 1968 to March, 1970, 14 such companies, limited by shares, were registered in Delhi. The particulars relating to their names, dates of registration, addresses of registered offices and the names of their directors are given in the statement laid on the Table of the House. [*Placed in Library. See No. LT-3198/70*].

(c) According to the available information Messrs Amerind Publishing Co. (Private), Ltd., New Delhi had entered into collaboration with foreign publishers viz., Amerind Publishing Corporation, New York.

(d) Every company registered under the Companies Act is required in terms of the provisions of Section 147(1) (a) of the Act to paint or affix its name and the address of its registered office outside the office or place in which its business is carried on.

DIESELISATION OF KANGRA VALLEY AND KALKA-SIMLA SEC- TIONS OF NORTHERN RAILWAY

6364. Shri Hem Raj : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that the Committee on Uneconomic Railway Lines has recommended for the dieselisation of the narrow-gauge Kangra Valley section and Kalka-Simla Section of the Northern Railway ;

(b) whether it is also a fact that some years ago a few engines were ordered for the Kangra Valley section ; and

(c) if so, what has become of them and the time by which these narrow-gauge sections would be dieselised ?

The Minister of Railways (Shri Nanda) : (a) Yes. Kalka-Simla Section is already partially dieselised.

(b) and (c). 25 Narrow Gauge Diesel Locos were procured in 1964-65 for Indian Railways and these were allotted as under :

Northern	.. 10
South-Eastern	.. 15

10 Narrow Gauge Diesel Locos are proposed to be manufactured during the 4th Plan. Dieselisation of various sections keeping in view the recommendations of the Uneconomic Branch Lines Committee 1969 will be kept in view as these locomotives become available.

EXTENSION OF MADRAS JANTA EXPRESS TRAIN TO PATHANKOT

6365. Shri Hem Raj : Will the Minister of Railways be pleased to state :

(a) whether it is a fact that the Srinagar

Express and Kashmir Mail go overcrowded throughout the year ;

(b) whether it is also a fact that the Calcutta (Eastern Region) and Bombay (Western Region) people are served by the Sealdah Express and Paschim Express respectively ;

(c) whether it is further a fact that the Southern States have got no train for Pathankot, and the military personnel and the tourists from that area are put to great difficulty ; and

(d) if so, whether Government propose to extend the Madras Janta Express to Pathankot for the convenience of passengers from the South and ease overcrowding for Pathankot at Delhi ?

The Minister of Railways (Shri Nanda) : (a) Yes. Mostly on the stretch between Ambala and Pathankot.

(b) Calcutta and Pathankot are linked by a direct train viz. Sealdah-Pathankot Expresses but there is no direct train between Bombay and Pathankot although 3 through coaches are provided during the period from April 1 to November, 15 between these points by Frontier Mail which connects the Kashmir Mail at Delhi. Paschim Express runs between Bombay Central and New Delhi/Amritsar

(c) and (d). There is no direct train linking Pathankot with the Southern States. Suitable connecting services are however, available with a change at Delhi/New Delhi during convenient hours. No. 60 leaves Pathankot at 22.50 arrives New Delhi at 9.55 and connects No. 18 which leaves New Delhi at 10.50. In the other direction No. 15 arrives New Delhi at 11.10 and connects No. 59 at 21.10. The extension of 17 Dn./18UP Madras-Delhi Janta Express to and from Pathankot is therefore neither considered necessary nor it is feasible at present for want of line capacity, particularly in Delhi-Ambala section.

**RECOVERY OF BOMBS AND SMALL ARMS
IN A RAILWAY WAGON NEAR
GOVINDPUR COAL MINES,
BIHAR**

6366. Shri Beni Shanker Sharma :
Will the Minister of Railways be pleased to state :

(a) whether it is a fact that some bombs and other small arms in 21 boxes were found in a Railway Wagon near Govindpur Coal Mines in Bihar ; and

(b) whether any investigation has been made into it and, if so, with what result ?

The Minister of Railways (Shri Nanda) : (a) Yes. On 24th March, 1970, a wagon received as empty at Katrasgarh station and placed for loading coal at Tentulia Colliery Siding, when opened, was found to contain 21 cases of military explosives of which one was noticed to have been tampered with.

(b) The matter was reported to the Police Station/Katrasgarh and is under investigation.

**NORMS FOR ESTABLISHING INDUSTRIES
RECOMMENDED BY PANDE AND
WANCHOO COMMITTEES**

6367. Shri Beni Shanker Sharma :
Will the Minister of Industrial Development, Internal Trade and Company Affairs be pleased to state :

(a) whether the Pande and Wanchoo Committees have recommended certain norms for establishing industries all over the country ;

(b) whether there have been complaints that the Centre has not been following the same and, if so, the details thereof ; and

(c) if the reply to part (b) above be in the affirmative, the reasons therefor ?

The Minister of Industrial Development, Internal Trade and Company Affairs (Shri F. A. Ahmed) : (a) The Pande Working Group and the Wanchoo Working Group were not appointed to lay down any norms for establishing industries

all over the country. The former was appointed to suggest criteria for the identification of backward areas and the latter to suggest fiscal and financial incentives for starting industries in backward areas.

(b) and (c). Do not arise.

12.30 Hrs.

**CALLING ATTENTION TO
MATTER OF URGENT
PUBLIC IMPORTANCE**

**PROTEST BY FEDERATION OF ALL INDIA
FOODGRAIN DEALERS ASSOCIATIONS
AGAINST MOVE TO NATIONALISE
WHOLESALE TRADE IN
FOODGRAINS**

श्री श्रीम प्रकाश त्यागी (मुरादाबाद) : मैं अविलम्बनीय लोक महत्व के निम्नलिखित विषय की ओर खाद्य तथा कृषि मंत्री का ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि वह इस बारे में एक वक्तव्य दें :

“अनाज के थोक व्यापार का राष्ट्रीयकरण करने के प्रस्ताव का अलिख भारतीय अजान विज्ञेता संस्था संघ द्वारा विरोध किये जाने के समाचार”

The Minister of State in the Ministry of Food, Agriculture, Community Development and Co-operation (Shri Anna sahib Shinde) : Government have seen newspaper reports of the proceedings of the convention of foodgrain traders held under the auspices of the All India Federation of Foodgrain Dealers Association at New Delhi.

The objective of Government policy is to assure to the producer the price announced by the Government for important cereals and an economic and remunerative price in regard to all important foodgrains and also to avoid the exploitation of the producer and the consumer by middlemen. To ensure this, State trading by public agencies has already been extended to cover a fairly significant portion of the marketable surplus in the country. Public agencies like the Food Corporation of India, the State Governments and the co-operatives are

[Shri Anna Sahib Shinde]

already procuring and distributing food-grains through the public distribution system and are thus protecting both the interests of the producer and the consumer. Expansion of the scope of State trading by the public sector agencies is considered by Government in the light of the situation prevailing from time to time.

श्री श्रीम प्रकाश त्यागी : यह ठीक है कि कंज्यूमर और प्रोड्यूसर का हित प्रमुख है। व्यापारी जो बीच में आता है उसका हित होता है या नहीं होता है, इसमें मैं बिल्कुल नहीं जाता हूँ। परन्तु जो पालिसी गवर्नमेंट ने अपनाई है उससे उनका हित होगा या नहीं, यह मुख्य चीज है। अब तक गवर्नमेंट की जो पालिसी रही है उस में दो तीन बातें प्रमुख रही हैं। पहली बात तो मूल्यों के निर्धारण की है। मूल्य प्रोड्यूसर को उसी अवस्था में मिल सकता है जब मार्केट में कम्पटीशन हो। गवर्नमेंट जब अपनी ओर से मूल्यों का निर्धारण करती है तो दूसरी वस्तुओं का मूल्य निर्धारण करते समय तो कास्ट आफ प्रोडक्शन को देखती है लेकिन जब किसान के अनाज का मूल्य निर्धारण करती है तो किसान के कास्ट आफ प्रोडक्शन को वह बिल्कुल नहीं देखती है, उस ओर बिल्कुल ध्यान नहीं देती है और मनमाने ढंग से मूल्य निर्धारित कर देती है। इसलिए जब गवर्नमेंट राष्ट्रीयकरण की नीति अपनाने जा रही है तो किस तरह से किसान को उसकी फसल का ठीक मूल्य मिल सकेगा, क्या इसको भी वह देखेगी और क्या इसका संरक्षण भी वह करेगी? गवर्नमेंट की ओर से अपनी खरीददारी की गंजी होती है और गवर्नमेंट यह देखती है कि एक निश्चित भाव से कम पर व्यापारी अनाज खरीद न सकें। मैं तो देहात का आदमी हूँ। मैं जानता हूँ कि गवर्नमेंट की खरीददारी का सिस्टम क्या है। गवर्नमेंट ने अपने सैंट्रल किसानों के लिए खोल रखे हैं जहाँ वह खरीददारी करती है। बेचारे किसान गाड़ियों में अनाज लाकर लाइन बना कर खड़े रहते हैं, एक एक मील लम्बी लाइन लग जाती है लेकिन खरीददारी करने वाले सो रहे होते हैं, आराम से चाय पीते रहते हैं। खरीददारी करने वाला वहाँ कोई होता नहीं है। फिर कैटेगरी का चक्कर होता है, कैटेगरी एक, कैटेगरी दो वगैरह इसमें भी किसान को आपने फंसा दिया है। एक का एक दाम और दूसरे का दूसरा दाम। फिर यह भी

पडयंत्र है कि इस में से घूल छनवाओ या उसको कहा जाता है कि आधा किलो अनाज फी मन घूल का निकालो। इस प्रकार से किसान की लूट हो रही है। अब जब अनाज खरीद लिया गया तो उसके स्टोरेज का प्रश्न पैदा हुआ। उसका भी इंतजाम आपके पास नहीं है। फिर वितरण का सवाल आता है। व्हाइट मैक्सीकन की जगह रेड और रेड की जगह व्हाइट भेज दिया जाता है और जहाँ से आर्डर आए होते हैं उनको भेजा ही नहीं जाता है। स्टेट्स को इन्होंने भिखमंगा बना दिया है।

अगर अनाज की कमी हो तो उक्त अवस्था में गवर्नमेंट अनाज की खरीददारी को कंट्रोल करे, यह बात तो समझ में आती है। लेकिन गवर्नमेंट स्वीकार करती है कि अनाज की बम्पर क्राप आ रही है। 1971 के बाद पी एल 480 का अनाज भी वह नहीं मंगायेगी। ऐसी अवस्था में गवर्नमेंट ने खाद्य निगम के द्वारा अनाज खरीदने की आवश्यकता को क्यों अनुभव किया है?

मैं प्रश्न पूछना चाहता हूँ। गवर्नमेंट खाद्य निगम द्वारा खरीदने की जब बात करती है या राष्ट्रीयकरण की बात सोचती है तो क्या गवर्नमेंट के पास देश का सारा अनाज का स्टॉक खरीद कर रखने के लिए मोदामों की व्यवस्था है?

क्या गवर्नमेंट के पास चार हजार करोड़ रुपये की व्यवस्था है जो समस्त अनाज को खरीदने के लिए आवश्यक होंगे?

अगर ये दोनों व्यवस्थायें नहीं हैं तो आपने यह नीति क्यों अपनाई है?

आपने खाद्य निगम के द्वारा गेहूँ खरीदने की बात शुरू की है तो आज देश में जो करोड़ों आदमी अनाज का व्यापार करते हैं और वे जो बेकार हो जायेंगे तो उनको रीहैबिलिटेट करने का भी आपने कोई प्रबन्ध कर लिया है?

मैं यह भी जानना चाहता हूँ कि इस के पीछे कोई राजनीतिक पडयंत्र तो नहीं है? अनाज की दृष्टि से जो डिफिसिट स्टेटस हैं उनको अपने खंगूल में लाने के लिए, उनको अपनी पार्टीबाजी का खिलोना बनाने के लिए क्या आप इस प्रकार का पडयंत्र तो नहीं कर रहे हैं?

साख तथा कृषि मंत्री (श्री जगजीवन राम) : मुझे खेद है कि माननीय सदस्य ने यह प्रश्न किया है। शायद उन्होंने यह प्रश्न किसी गलतफहमी में किया है। असल में कोई नई नीति नहीं बनाई गई है। नीति वही चल रही है जिस पर सदन में काफी बहस हो चुकी है और जिस को सदन ने स्वीकार किया था। इसलिए नई नीति का कोई प्रश्न ही पैदा नहीं होता है।

यह प्रश्न क्यों उठाया गया है ? थोड़े से अनाज के व्यापारी दिल्ली में मिले, कुछ बिजली की बत्तियाँ जलाई गई, कुछ प्रस्ताव पास किये गये.... (इंटरप्शन)

श्री मीठालाल मीना (सवाई माधोपुर) : इस तरह से क्या व्यापारियों के बारे में मंत्री महोदय को बोलना चाहिये....

श्री स० भी बनर्जी (कानपुर) व्यापारी दाम बड़ाते जा रहे हैं।

श्री राम कृष्ण गुप्त (हिसार) : हिसार में भी जलाई गई थीं जब मंत्री महोदय गए थे।

श्री जगजीवन राम : मैं नहीं समझता हूँ कि इस में इस तरह से घबरा जाने की कोई बात है। मैंने यही कहा है कि वहाँ मिले, बत्तियाँ जलाई गई, दीवाली मनाई गई, कुछ प्रस्ताव पास किये गये। मैं नहीं समझता था कि वे प्रस्ताव इतने महत्वपूर्ण हैं कि इस सदन में उन पर चर्चा हो। मैं तो केवल यही कह रहा हूँ कि इस में कोई नई नीति नहीं है।

माननीय सदस्य ने जानकारी न होने की वजह से अगर अंतिम प्रश्न पूछा है या उसको पैदा किया है....

श्री श्रीम प्रकाश त्यागी : असली वही है।

श्री जगजीवन राम : उनकी जानकारी के लिए मैं बता देना चाहता हूँ कि किसानों को हम लूटना चाहते हैं, ऐसी बात बिल्कुल नहीं है। किसानों के लिए उन्होंने बहुत सहा-नुभूति प्रकट की है। मैं उनको बतलाना चाहता हूँ कि हम ने कोई रूकावट नहीं डाली है गवर्नमेंट की नीति को उनको समझना चाहिये। अगर किसान को 76 रुपये से ज्यादा गेहूँ के लिए कोई खरीददार मिल रहा हो तो

हम किसी किसान को मजबूर नहीं करते हैं कि वह आ कर गवर्नमेंट को 76 रुपये में बेचे।

श्री श्रीम प्रकाश त्यागी : कंट्रोल भी लगाया हुआ था।

श्री जगजीवन राम : सुनना चाहिये। राज-नीतिक लाभ की बात नहीं करनी चाहिये। वस्तुस्थिति को समझना चाहिये। हमने किसी किसान को मजबूर नहीं किया है। किसान को बराबर छूट है। इसी तरह व्यापारियों को भी बराबर छूट है कि वे 76 रुपये प्रति-क्विंटल से ऊपर जितना भी अनाज खरीदना चाहें, वे खरीद सकते हैं। हमने यह प्रबन्ध इसलिए किया है कि पिछले साल का हम को यह अनुभव रहा है कि अगर हम बाजार में नहीं रहते, तो किसानों का इतना बड़ा शोषण किया गया होता कि उनको 76 रुपये के बदले 60 रुपया दिया गया होता। मुझे खेद है कि व्यापारी वर्ग के लिए इस तरह वकालत की जाये, जिससे किसानों के हित पर कुठाराघात हो सकता है।

मैं साफ कर देना चाहता हूँ कि जो कुछ हम ने किया है, वह सिर्फ किसानों के हित में किया है—इस दृष्टि से किया है कि अगर उन को व्यापारियों से 76 रुपये से कम मिलता है, तो हम वहाँ पर मौजूद हैं; किसान जितना भी गल्ला दे, अपनी एजेंसीज के जरिये 76 रुपये पर उसको खरीदने के लिए तैयार हैं।

श्री श्रीम प्रकाश त्यागी : और बेचेंगे कितने पर ? 76 रुपये से खरीद कर 95 रुपये पर। यह फाड़ है।

श्री जगजीवन राम : जो कोई फाड़ ही देखना चाहता है, उसको सचाई कहाँ नजर आती है ? लेकिन मैं सचाई बता रहा हूँ।

यह कहा जा रहा है कि हम यह इन्तजाम करके व्यापारियों को काम से हटा रहे हैं। उन को हटाने की जरूरत नहीं है। लेकिन सदन को मालूम है कि व्यापारी तो मुनाफ़ के लिए व्यापार करता है। उसके लिए यह आवश्यक नहीं है कि जहाँ अनाज की सब से अधिक आवश्यकता है, वह वहाँ अनाज भेजे, बल्कि वह वहाँ अनाज भेजना चाहता है, जहाँ उसको सबसे ज्यादा मुनाफ़ा होता है। लेकिन हमें वहाँ अनाज भेजना पड़ता है, जहाँ अनाज की

[श्री जगजीवन राम]

सब से ज्यादा आवश्यकता होती है। सरकार, फूड कांफ़रेंशन और कोऑपरेटिव्स द्वारा अनाज खरीदे जाने में यह एक मौलिक अन्तर है। मुझे आशा है कि सदन इस बात को समझेगा कि ऐसी व्यवस्था करना उत्पादक और उपभोक्ता दोनों के हित में आवश्यक है, ताकि उनका शोषण न किया जा सके, और सदन का बहुमत इस बारे में हमको अपना समर्थन देगा।

जहाँ तक इस बात का सम्बन्ध है कि हम कितने में खरीदते हैं और कितने में बेचते हैं, सदन को उसकी जानकारी होनी चाहिए। हमको सेल्ज-टैक्स देना होता है और मंडी के चार्जिंग भी लगते हैं। शायद माननीय सदस्य को यह पता नहीं है और या वह जान-बूझ कर इस को नजर-अंदाज करना चाहते हैं, ताकि वह फूड कांफ़रेंशन को बदनाम करें, जिस से व्यापारियों को शोषण का पूरा अवसर मिले। हम इस को बर्दाश्त नहीं कर सकते। यह चाल नहीं चलेगी। इसके अलावा बोरे का दाम लगता है। मैं किसी भी वक्त इस बारे में सदन को पूरा व्योरा दे सकता हूँ इसमें छिपाने की कोई बात नहीं है। बोरे का दाम, सेल्ज, टैक्स, मंडी के चार्जिंग लगते हैं, एडमिनिस्ट्रेटिव चार्जिंग लगते हैं, गोडाउन के चार्ज लगते हैं, कैपिटल का इन्ट्रेस्ट लगता है और ट्रांसपोर्ट पर खर्चा होता है। व्यापारी शायद इस सब के बिना भी काम कर सकता है। कुछ व्यापारी तो सेल्ज-टैक्स भी गायब कर सकते हैं। मैं यह करने की क्षमता नहीं रखता हूँ। (व्यवधान)

हमको इतना व्यापार करने के लिए पूंजी की जरूरत होती है। अगर फूड कांफ़रेंशन, स्टेट गवर्नमेंट्स और कोऑपरेटिव्स तीन, चार, पाँच सौ करोड़ रुपये की पूंजी का इन्तजाम नहीं कर सकेगी, तो फिर व्यापारी कहाँ से करेगा ?

जहाँ तक गोडाउन्स का सवाल है, हमने यह इन्तजाम कर लिया है कि हम फूड कांफ़रेंशन, स्टेट गवर्नमेंट और कोऑपरेटिव्स के जरिये जितना परचेज करेंगे, खरीदेंगे उसको सुरक्षित भंडार में रख सकें। हमने जो कुछ इन्तजाम किया है, वह उत्पादक और उपभोक्ता के हित में किया है।

Shri Shri Chand Goyal (Chandigarh):

The hon. Minister has tried to excite the sentiments of the House rather than deal with the problem from the economic aspect. 20,000 representatives of the dealers in foodgrains collected at Delhi recently. They were not monopolists; the whole trade is not concentrated in a few hands. Millions of people throughout the country are dealing in foodgrains. Therefore the question is what was the apprehension in their mind. The hon. Minister also happens to be the President of the ruling party which adopted a resolution at Bombay wherein it was said that wholesale trade in foodgrains would be nationalised.

I want to ask whether it is a step towards finishing monopoly or whether it is just raising a political issue in order to get the sympathy of the common man.

Shri Piloo Mody (Godhra) : Creating a State monopoly.

Shri Shri Chand Goyal : Here it is the question of the interest of millions of people who are engaged in this trade. You have also to protect and safeguard their interests along with the interest of the consumers and of the producers. When the Government decides upon a policy, fixes the rates of a particular commodity, enters the market and says that if prices fall below this particular level, Government will perchance procure it at that price. Then where is the occasion for exploitation of the farmers by the traders? After the Government entered as a competitor and resorted to the procurement policy, such occasions have not arisen at all. Now that the hon. Minister has been claiming that in a few years we will be in a position to export foodgrains to other countries because of the green revolution and there is no shortage, where was the necessity for adopting a resolution?

This statement says absolutely nothing; it is just an attempt to hide information. I want to know from him as President of the party and also as Food Minister whether Government has a mind to implement the resolution which was adopted at Bombay to nationalise the wholesale trade in foodgrains. Government has not given out its mind and the traders collected here because they apprehended the implementation of that resolution. We do not mind if the Government enters the market as a competitor

and fixes the prices, which will be in the interest of the producer. We welcome that step. But when you want to displace these millions of people by nationalising the wholesale trade, have you not to safeguard their interest? Are they not your people? Can you not bring some curbs on their activities through regulatory measures and control the few exploiters that may be there?

It is estimated that Government will have to invest about Rs.1,800 crores in this project if it assumes control of the entire wholesale trade in foodgrains. Will it be worth while to invest Rs.1,800 crores in the distributing system rather than investing the same in production so that we increase our production to such an extent that these things will become absolutely outdated?

I would also like to know whether Government has applied its mind as to what means of livelihood it will provide to the millions of people who are engaged in this trade and whether Government feels that there is enough scope for Government as well as for the business community to go side by side in competition because competition alone ensures the safeguarding of the interests of the producer, the consumer and the business community.

Shri Jagjiwan Ram : Sir, the hon. Member has presumed many things. I do not know whether it is out of ignorance or it is deliberate. When there is a surplus or there is plenty in the country, unfortunately, up till now, the experience of the Indian farmer has been that during the year he produces more, he will get less price. In the past few years, I have assured the Indian farmer that even during the year he produces more, the prices will not be permitted to fall. I have no doubt that if it was left entirely to the trade channels, the prices could have crashed even this year. Even the traders will agree.

Then, a point was raised about capital. I have to put a question : If the Government cannot manage this amount of capital, wherefrom the private trade will manage it?

Shri Shri Chand Goyal : They are thousands in number.

Shri Jagjiwan Ram : I know their number. I do not think they will have the capacity, and to get that much amount of advances from the banks to manage it. It will be impossible for the traders to manage it. I have not squeezed out the traders from retail sale. Again, it comes out of some wrong presumption or wrong briefing or wrong apprehension.

Now, he asked, when is the Government going to implement it? The Government is implementing it. There is no question of that. We are implementing it. We have indicated in the reply itself that wherever an occasion arises and the situation so requires, we will exclude the activity of the public sector in the food trade. More than that I am not going to say. I have not excluded the traders from retail sale. A few hundred thousands are there. When one has to take care of millions, certainly, the interest of millions is greater than the interest of a few hundred thousands.

श्री मधु लिमये (मुगेर) : अध्यक्ष महोदय, अभी मंत्री महोदय ने कहा कि व्यापारी व्यापार करते हैं मुनाफा कमाने के लिये, अगर सीमित मुनाफा कमाने के लिये करते तो ज्यादा आपत्ति नहीं होती, लेकिन वे मुनाफाखोरी करने के लिये करते हैं और इन का यह भी कहना है कि सरकार जो व्यापार करती है वह लोक-कल्याण के लिये करती है। लेकिन यह भी सही नहीं है आज की स्थिति में। इसलिये मैं मंत्री महोदय से जानना चाहता हूँ—यह मिलाजुला मामला वे छोड़ दें, हम तो इस राय के हैं और सरकारी पार्टी ने इस सम्बन्ध में प्रस्ताव भी पास किया है। सरकार बताये—क्या निश्चित अवधि में अनाज का पूरा थोक व्यापार सरकारी और सार्वजनिक क्षेत्र में सरकार ले लेगी तथा इस वक्त सरकारी और सार्वजनिक क्षेत्र की संस्थाओं के द्वारा कितने टन अनाज खरीदा जाता है तथा वितरित किया जाता है—इस के आँकड़े भी वे दें—और अनाज व्यापारियों के द्वारा कितना किया जा रहा है, उसके आँकड़े भी दें?

एक सवाल यहाँ पर उठाया गया है—किसानों को आप क्या दाम देते हैं और उपभोक्ताओं को किस दाम पर बेचते हैं—इस सम्बन्ध में विभिन्न राज्यों और विभिन्न जगहों के आँकड़े दें। यह कहने से काम नहीं चलेगा कि

हम सेल्ज टैक्स देते हैं या अमूक खर्चें पड़ते हैं। आम तौर पर अर्थशास्त्रज्ञों की यह राय है कि सरकारी वितरण का इन्तजाम इतना अकार्यक्षम और खर्चीला है, कि उसके चलते किसानों को पर्याप्त फायदा नहीं होता है तथा उपभोक्ताओं का नुकसान होता है। जैसे व्यापारी लोग मुनाफाखोरी करते हैं, आप के व्यापार में भी यह दोष है। मैं मंत्री महोदय से जानना चाहता हूँ कि क्या सरकार इस तरह की जानकारी सदन को देगी कि कितनी अवधि के अन्दर थोक व्यापार का राष्ट्रीयकरण हो जायेगा, इस वक्त कितने अंश का वह राष्ट्रीयकरण कर चुके हैं और किसानों को जो दाम मिलता है और उपभोक्ताओं को जिस दाम पर बेचते हैं—उसमें विभिन्न स्थानों में क्या फर्क है?

इसके साथ साथ मैं यह भी जानना चाहता हूँ—अभी मंत्री महोदय ने कहा, जब किसान अतिरिक्त अनाज उत्पादन करता है, तो दाम गिरने लगते हैं, उसका शोषण होने लगता है, उससे सरकार ने उस को बचाया है। लेकिन इसी सदन में दो साल पहले कई बार चर्चायें उठाई गई हैं कि आप का फूड कारपोरेशन और सरकारी संस्थाएँ, जिस मात्रा में उनको किसान का अनाज खरीदना चाहिये और समय में खरीदना चाहिये, वह नहीं कर रही हैं, इससे माल पड़ा रहा और सड़ गया। क्या इसके बारे में मंत्री महोदय सफाई देंगे और सदन को आश्वासित करेंगे कि किसानों को न केवल सही दाम मिलेंगे बल्कि समय पर अनाज खरीदने के लिये भी सरकार आगे आयेगी? आज जो जिला बन्दी और प्रान्त बन्दी की व्यवस्था की जाती है, उसको लेकर परमिट वगैरह देते समय पैसा खाने का काम सरकारी अफसरों के द्वारा किया जाता है, इस के बारे में भी कोई ठोस आश्वासन मंत्री महोदय दें, तो अच्छा होगा।

श्री जगजीवन राम : अध्यक्ष महोदय, जब हम अनाज की बात करते हैं, तो यह समझ लेना चाहिये कि कुछ मुख्य अनाज के सम्बन्ध में ही बात करते हैं, वरना हमारे देश में कई दर्जन किस्म के अनाज होते हैं, कई बहुत ज्यादा मिक्-दार में होते हैं, कुछ कम होते हैं। लेकिन यही एक देश है जहाँ इतनी संख्या में फूडग्रेन्ज होते हैं, दूसरे किसी मुल्क में इतने नहीं होते हैं।

जब हम फूड ग्रेन्ज की बात करते हैं तो मुख्यतः खाद्यान्नों के सम्बन्ध में बात करते हैं।

अब जहाँ तक थोक व्यापार को सम्पूर्ण देश में सरकारी क्षेत्र में कर लेंगे—मैं यहाँ इस बात को साफ कर देना चाहता हूँ—सभी अनाजों के थोक व्यापार का राष्ट्रीयकरण करने की मंशा नहीं है....

श्री मधु लिमये : किन अनाजों को करेंगे, यह बतला दीजिए।

श्री जगजीवन राम : सुन लीजिये। बम्बई के जिस प्रस्ताव का उद्धरण दे कर यहाँ पर जिक्र किया गया है, उस प्रस्ताव के पढ़ने से यह भी साफ हो जाता है कि होल-सेल का राष्ट्रीयकरण करने की मंशा क्या है। उस मंशा के लिये करना है, होल-सेल का राष्ट्रीयकरण करने के लिये ही राष्ट्रीयकरण नहीं करना है, हमारे कुछ लक्ष्य हैं, कुछ उद्देश्य हैं, उनको सामने रख कर ही राष्ट्रीयकरण करना है और जैसा कि मैंने बतलाया है—इसमें दो मुख्य लक्ष्य हैं—एक तो हम किसानों को उचित दाम दिला सकें और दूसरे उपभोक्ताओं को उचित मूल्य पर बेच सकें। इन दो मुख्य उद्देश्यों को सामने रख कर जहाँ जहाँ आवश्यकता होगी कि थोक व्यापार का राष्ट्रीयकरण किया जाय, वहाँ पर किया जायगा और जहाँ जहाँ करना था, वहाँ कर दिया गया है। माननीय सदस्य ने जिला बन्दी और प्रान्त बन्दी का उल्लेख किया—उनको महाराष्ट्र का तजुर्बा है, ऐसा महाराष्ट्र में है, और कहीं नहीं है।

दूसरी बात इन्होंने पूछी है कि कितने दाम पर खरीदते हैं और कितने पर देते हैं। सदन को मालूम है कि अभी किसानों से 76 रु० प्रति क्विंटल पर लिया जाता है और हमारी ईशू प्राइस राज्य सरकारों को 78 रु० है....

श्री मधु लिमये : राज्य सरकारों को छोड़िये, उपभोक्ताओं का बतलाइये ?

श्री जगजीवन राम : उपभोक्ताओं का ही बता रहा हूँ। मैंने अभी गेहूँ के बारे में बतलाया है कि 78 रु० में देते हैं, इसमें 4 से 8 रु० और लगा कर उपभोक्ताओं को देते हैं। इस पर जितना हमारा खर्च आ रहा है, वह पूरा प्राप्त नहीं हो रहा है....

श्री भोम प्रकाश त्यागी : दिल्ली सरकार को 95 रुपये में बेचने का आदेश दिया था। 76 रु० का गेहूँ 95 रु० में। जब उन्होंने इसके बारे में बहस की तो 81 रु० में तय हुआ। ऐसा हुआ या नहीं ?

श्री जगजीवन राम : थोड़ा उस के फर्क को समझ कर सम्पूर्ण सत्य को कहना चाहिये। वह सफेद गेहूँ का दाम था, सब का नहीं था। 8 रु० तो इस का स्टेशन तक ही खर्च लगता है। इस चीज को मैं सदन के सामने रख दूँगा—यह ऐसी चीज है जिसको सदन को देखना चाहिए कि कहाँ पर ज्यादा खर्च होता है। हम बराबर कोशिश करते हैं कि जितना खर्च हो कम हो, फिर भी हम चाहेंगे कि सदन इसको देखे और बतावे कि इसमें और कहाँ कमी की जा सकती है....

श्री राम सेवक यादव (बाराबंकी) : सफेद गेहूँ का भाव क्या है ?

श्री जगजीवन राम : पिछले साल 76 रु० था। दूसरे का भी 76 रु० था।

श्री राम सेवक यादव : फिर दोनों के खरीदने और बेचने का भाव अलग अलग क्यों है ?

श्री जगजीवन राम : इसलिये होता है कि जहाँ पर घाटा होता है, उस घाटे को पूरा करने की भी आवश्यकता है। इसमें छिपाने की कोई बात नहीं है, सदन को मालूम है....

13.00 hrs.

श्री भोम प्रकाश त्यागी : अभी भी गोदामों में बड़ा घाटा होता है।

श्री जगजीवन राम : मैंने बताया है कि गोदामों की जहाँ कमी थी, उसको पूरा करने की कोशिश की गई है। कितना फूड कारपोरेशन की तरफ से खरीदा और कितना कैसे खरीदा—ये आंकड़े हम सदन में रखवा देंगे।

श्री कंवर लाल गुप्त (दिल्ली सदर) : क्या इस बार आप विश्वास दिलाते हैं कि इससे नीचे कीमत गिरने नहीं दी जायेगी और जितना भी अनाज आवेगा वह समय पर खरीदा जायेगा ?

श्री जगजीवन राम : मैं विश्वास दिलाता हूँ और पिछले साल भी सारा अनाज खरीदा

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था। लेकिन पिछले साल एक बात हो गई थी कि गेहूँ में कुछ बीमारी लग गई थी। लेकिन जो दाम हमने निश्चित किये हैं वह अच्छे गेहूँ के दाम निश्चित किए हैं इसलिए जो गेहूँ हमारे पास आ रहा है वह अच्छा गेहूँ है या नहीं। यह भी देखना पड़ेगा कि जो गेहूँ आ रहा है उसमें मिलावट तो नहीं है या उसमें ज्यादा घूल और कंकड़ तो नहीं है। ...

श्री कंवर लाल गुप्त : लेकिन खरीदा सब जायेगा ?

श्री जगजीवन राम : सब खरीदा जायेगा।

श्री मधु लिमये : मैंने सभी अनाजों के बारे में नहीं पूछा है। मैंने पाँच प्रमुख अनाजों के बारे में कहा कि कितने अनाज का राष्ट्रीयकरण कर चुके हैं और कितनी अवधि में करने वाले हैं जैसे कि गेहूँ, चावल, ज्वार, बाजरा और मकई है।

श्री जगजीवन राम : मैंने कहा है कि इसके आंकड़े सदन को बता दूँगा।

13.02 hrs.

PAPERS LAID ON THE TABLE

Mr. Speaker : Shri F. A. Ahmed.

The Deputy Minister in the Ministry of Industrial Development, Internal Trade and Company Affairs (Shri Bhanu Prakash Singh) : On behalf of Shri F. A. Ahmed, I beg to lay on the Table, ...

Shri Srinibas Misra (Cuttack) : Sir, I rise on a point of order.

श्री मधु लिमये (मुंनेर) : मेरा व्यवस्था का प्रश्न है। मेरा कहना यह है कि इनको इजाजत नहीं देनी चाहिए और वह इसलिए कि जो सरकार की घोषित नीति है उसके विपरीत ये हस्ताक्षर अभियान चला रहे हैं प्रीवी पर्स के बारे में। तो ऐसी हालत में सदन की कार्यवाही चलेगी कैसे ? जब सरकार के मन्त्री ही सरकार द्वारा घोषित नीति को खत्म करने का प्रयास करेंगे प्रधान मन्त्री के आशीर्वाद से, तो फिर सरकार कैसे चलेगी ?

Shri Srinibas Misra : Sir, I rise on a point of order. There is item No. 4(2)(ii) (b) and 4(2)(iii) (b) ; both are the same. Why is the Minister laying the same thing twice ? This is my point of order. Item 4(2)(ii)(b) states :

"Annual Report of the Machine Tool Corporation of India Limited, Ajmer, for the year 1967-68 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon."

Item No. 4(2)(iii)(b) is also the same. Why should he lay the same thing twice ?

Shri Piloo Mody (Godhra) : May be misprint for 1968-69....

Shri Srinibas Misra : Let them say so.

The Minister of State in the Ministry of Finance (Shri P. C. Sethi) : One is Ajmer, another is Bangalore.

Shri Srinibas Misra : It is the same thing, Ajmer.

Mr. Speaker : It is a misprint. It is a mistake in printing. You are a very alert Member.

AUDIT REPORTS AND ACCOUNTS OF INDIAN STANDARDS INSTITUTE AND PAPERS UNDER COM- PANIES ACT, 1956

The Deputy Minister in the Ministry of Industrial Development, Internal Trade and Company Affairs (Shri Bhanu Prakash Singh) : On behalf of Shri F. A. Ahmed, I beg to lay on the Table :

- (1) A copy of the Audit Report on the Accounts of the Indian Standards Institution for the year 1966-67. [*Placed in Library. See. No. LT-3183/70*].
- (2) A copy each of the following papers under sub-section (1) of section 619A of the Companies Act 1956 :—
 - (i) (a) Review by the Government on the working of the Hindustan Machine Tools Limited, Bangalore, for the year 1968-69.

(b) Annual Report of the Hindustan Machine Tools Limited, Bangalore, for the year 1968-69 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(ii) (a) Review by the Government on the working of the Machine Tool Corporation of India Limited Ajmer, for the year 1967-68.

(b) Annual Report of the Machine Tool Corporation of India Limited Ajmer, for the year 1967-68 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

(iii) (a) Review by the Government on the working of the Machine Tool Corporation of India Limited, Ajmer, for the year 1968-69.

(b) Annual Report of the Machine Tool Corporation of India Limited, Ajmer for the year 1968-69 along with the Audited Accounts and the Comments of the Comptroller and Auditor General thereon.

(3) A statement showing reasons for delay in laying the papers mentioned at 2 (ii) of item 4 above. [*Placed in Library. See. No. LT-3184/70*].

ANNUAL REPORT ETC., OF HEAVY ENGINEERING CORPORATION LTD., RANCHI

The Minister of State in the Ministry of Steel and Heavy Engineering (Shri K. C. Pant) : I beg to lay on the Table a copy each of the following papers under sub-section (1) of section 619A of the Companies Act, 1956 :

- (1) Review by the Government on the working of the Heavy Engineering Corporation Limited, Ranchi, for the year 1968-69.
- (2) Annual Report of the Heavy Engineering Corporation Limited, Ranchi, for the year 1968-69 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [*Placed in Library. See. No. LT-3185/70*].

APPROPRIATION ACCOUNTS (CIVIL) 1968-69 ETC.

AUDIT REPORT (CIVIL) 1970

The Minister of State in the Ministry of Finance (Shri P. C. Sethi) : I beg to lay on the Table—

- (1) A copy of the Audit Report (Civil) 1970, under article 151(1) of the Constitution.
- (2) A copy of the Appropriation Accounts (Civil), 1968-69 [*Placed in Library See No. LT-3186/70*].
- (3) A statement (Hindi and English versions) indicating the result of market loan floated by the Government of India in April, 1970. [*Placed in Library See No. LT-3187/70*].

REGISTRATION OF ELECTORS (AMENDMENT) RULES, 1970

The Minister of Law and Social Welfare (Shri Govinda Menon) : On behalf of Shri Mohammad Yunus Saleem.

I beg to lay on the Table a copy of the Registration of Electors (Amendment) Rules, 1970 (Hindi and English versions) published in Notification No. S. O. 1033 in Gazette of India dated the 12th March, 1970, under sub-section (3) of section 28 of the Representation of the People Act, 1950. [*Placed in Library See No. LT-3188/70*].

13.30 hrs.

LEAVE OF ABSENCE FROM THE SITTINGS OF THE HOUSE

Mr. Speaker : The Committee on Absence of Members from the Sittings of the House, in their Thirteenth Report have recommended that leave of absence be granted to the following Members for the periods indicated against each :

- (1) Maharani Vijaya - 20th February to
mala Rajaram Chhat- 17th March, 1970
rapati Bhonsale. (Tenth Session)
- (2) Shri Pashabhai 20th February to 9th
Patel. March, 1970
(Tenth Session).

- (3) Shri N. Dandekar 20th February to
3rd April, 1970
(Tenth Session).
- (4) Maharani Gayatri 20th February to
Devi of Jaipur. 2nd April, 1970
(Tenth Session).
- (5) H. H. Raja Yesh- 11th to 24th Decem-
wantrao M. Mukne. ber, 1969 (Ninth
Session) and 20th
February to 5th
April, 1970 (Tenth
Session).

I take it that the House agrees with the recommendations of the Committee.

Several Hon. Members: Yes.

Mr. Speaker : The Members will be informed accordingly.

COMMITTEE ON PRIVATE MEM- BERS' BILLS AND RESOLUTIONS

SIXTY-FIRST REPORT

Shri Swell (Autonomous Districts) : I beg to present the Sixty-first Report of the Committee on Private Members' Bills and Resolutions.

ESTIMATES COMMITTEE

HUNDRED AND EIGHTH REPORT

Shri Thirumala Rao (Kakinada) : I beg to present the Hundred and Eighth Report of Estimates Committee on action taken by Government on the recommendations contained in their Seventy-Sixth Report on the Ministry of Food, Agriculture, Community Development and Co-operation (Department of Agriculture)-Forestry.

PETITION RE: BUDGET PROPOSALS OF THE CENTRAL GOVERNMENT FOR 1970-71

श्री कंबर लाल गुप्त : (दिल्ली सत्रर) श्रीमन्, मैं वर्ष 1970-71 के लिए केन्द्रीय सरकार के बजट प्रस्तावों के बारे में एक याचिका जिसपर डा० भाई महावीर, नई दिल्ली, तथा अन्य लगभग 96183 व्यक्तियों द्वारा हस्ताक्षर किए गए हैं, पेश करता हूँ।

Shri S. M. Banerjee (Kanpur) : Sir, I want a ruling from you. This Petition is being presented under Rule 160 of the Rules of Procedure. The rule says :

"Petitions may be presented or submitted to the House with the consent of the Speaker on —

- (i) a Bill which has been published under rule 64 or which has been introduced in the House ;

Again it says :

"Every petition shall, after presentation by a member or report by the Secretary, as the case may be, stand referred to the Committee on Petitions."

Sir, this Petition has been presented by one of our hon. Members, Shri Kanwarlal Gupta. The prayer of the petitioner is that the tax which has been levied recently in the budget should not be levied on sugar, tobacco, petrol, tea and other things which effect the common men. The Finance Bill is expected to come up for discussion by the end of this month only. This petition is referred to the Petitions Committee. Either this Petition Committee should be asked by the House or by your goodself to submit its report before that. Otherwise this will lose its significance. The petition is circulated to the Members first and then it goes to the Committee. Suppose the Finance Bill is passed and the Petition Committee comes to the conclusion only after a month, that is, in the month of May when there is no session. These taxes are wrongly levied. These should not be levied. What will happen to that ? I request that the Petitions Committee may be asked to submit its report in advance before the Finance Bill is taken up for discussion. I want your ruling in this. Otherwise this petition will lose its significance.

श्री कंबर लाल गुप्त : अध्यक्ष महोदय, बनर्जी साहब ने जो कहा है, मैं उसका समर्थन करता हूँ। मैं चाहता हूँ कि आप पेटिशनर्स कमेटी को डायरेक्शन दें कि वह फाइनेंस बिल पर अंतिम निर्णय होने से पहले अपनी रिपोर्ट इस सदन को दे दें वरना फिर वह रिपोर्ट मीनिंगलेस होगी क्योंकि इसमें यही माँग की

गई है कि जो टैक्स साधारण आदमियों पर बढ़ रहे हैं वह न बढ़ाये जायें। कीमतें अभी भी बढ़ रही हैं और आप भी बढ़ेंगी इसलिए फाइनेंस बिल पास होने के पहले पेटिशनर्स कमेटी की रिपोर्ट आ जायें, इस तरह का डायरेक्शन आप जरूर दें।

Mr. Speaker : The budget is there. The Committee knows it. They know the rates of levy also. If you so think I can ask them to take note of the points raised by Shri Banerjee.

Shri Ranga (Srikakulam) : It is for you to take a decision.

Mr. Speaker : You can rest assured of my direction to take note of the points raised by Shri Banerjee, Shri Ranga and other hon. Members. There is of course no use of any report by the Petitions Committee after the budget is passed.

Shri S. M. Banerjee : To-day you feel happy about my point of order.

Mr. Speaker : You are always welcome to raise your points of order but very rarely. It is now 1.10. We shall take up the discussion of the Budget after lunch.

13.10 hrs.

The Lok Sabha adjourned for Lunch till Fifteen Minutes past Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at twenty minutes past Fourteen of the Clock.

[MR. DEPUTY SPEAKER in the Chair]

*(DEMANDS FOR GRANTS
1970-71—contd.

MINISTRY OF PETROLEUM AND CHEMICALS AND MINES AND METALS—contd.

Shri G. Viswanathan (Wandiwash) :
The subject of Petroleum and chemicals

*Moved with the recommendation of the President.

and mines and metals is like a big ocean. The subject is so vast and the time available is very short. I have to travel from Trombay to Tuticorin, from Ankleshwar to Assam. In view of the shortage of time, I propose to forego some of these travels.

Let me start with a few compliments to our Minister for his victory in the cold war with the oil companies in the reduction of the crude price. I hope he will keep up the same spirit in dealing with the chemical industry because we have seen a news item that they are voluntarily offering a cut down of 15 to 25 per cent in prices. I do not know the attitude of the Government. I want the Government to take up the same attitude and cut down the chemical prices, especially of drugs.

Though we shout from house-tops about self-sufficiency and self-reliance, we are still importing fertilisers. In 1967-68 import exceeded Rs.170 crores. This year it is expected to be over Rs.210 crores.

There is a big gap between our targets and our performance. The present capacity for example is 11 lakh tonnes of nitrogen. According to the draft IV Plan in 1973-74 the country would require 37 lakh tonnes. The additional capacity that needs to be created is, therefore, nearly 25 lakh tonnes. Since production is always considerably less than capacity, the capacity has to be higher and in the case of nitrogen it has to be at least 50 lakh tonnes.

Since it takes 4 to 5 years to commission a Fertilizer Plant from the time it is conceived the planning of capacity and its implementation have to be a continuous process.

The Central Government taking a lot of time to finalise projects leads to considerable delay. There are 11 schemes in Private Sector, 7 in the Public Sector and one in the Co-operative Sector under examination of the Government.

Let me cite an example of the delay of this Government. A public limited company known as "Southern Petrochemical Industries Corporation Limited" has been set up to implement the Fertiliser Project at Tuticorin. This project is based on

naphtha. The Government of India have issued a letter of intent in the name of the previous Company and the Government have been requested to change the letter of intent in the name of Southern Petrochemical Industries Corporation. It is pending in the Ministry.

The position of naphtha is very queer. At present we are exporting naphtha, but for how long can this continue? Though we have some surplus in 1970 from 1971 onwards we will be in deficit. The deficit will increase from 76,000 tonnes in 1972 to 20,46,000 tonnes in 1974.

Many projects like the Tuticorin Fertiliser project have to depend upon naphtha and the Government must take measures now itself to ensure enough naphtha for these projects.

The Madras Oil Refinery at Manali is working well and its production has reached 60 per cent of its design capacity and I hope it will increase the capacity soon.

The Government of Tamil Nadu is very much interested in developing a petrochemical complex in and around Manali. The report prepared by Engineers India Limited at the instance of the Government has painted a rosy picture about the possibility of a petro chemical complex. The establishment of a Naphtha Cracker Plant and manufacture of down-stream products involve sophisticated technology and foreign exchange for import of Naphtha in the initial stages.

Sale of the products in the overseas market has also to be considered. These problems can be solved only with the assistance of some reputed foreign firms.

I want to assure the honourable Minister we have all the skilled man power and the necessary economic and social infrastructure in Madras. The Central Government without much loss of time should sanction an integrated petro chemical complex which would exhaust all the possibilities flowing from the oil refinery. To start with the Government should immediately take up the Naphtha Cracker Plant. I hope the Hon'ble Minister will look into it immediately.

[Shri G. Viswanathan]

We have been hearing for a long time about O. N. G. C. drilling wells in Cauvery basin. Last June also we were told that O. N. G. C. is going ahead with a few wells in Chidambaram and in Thanjavur District. I want to know the outcome of these drillings.

Union Government set up one man commission to inquire into the contracts awarded by F. C. I. for the supply of ammonia, urea and nitric acid plants and a contract for the Nitro phosphate plant for the Trombay unit of F. C. I. We were told that the commission would also go into the dropping of claims worth Rs.57.50 lakhs against chemical construction Corporation. The report should have been submitted in November or December, 1969. We have not heard anything about the report so far. I hope the Hon'ble Minister will reply to this.

According to the last year's report on Madras Fertiliser "construction work is progressing. The plant is scheduled to be completed late in 1970". This year's report says "construction work is in progress. The project is likely to go into production in 1970-71". It may be December 1971. What is the position? When it goes into production it should provide soil testing facilities to farmers of Tamil Nadu as the Trombay Unit provides to farmers of Maharashtra.

Let me devote sometime to Shri Jagannatha Rao. The Neyveli Lignite Corporation is the only producer of Lignite in the country. Additional mining machinery estimated to cost Rs.4.87 crores is proposed to raise the output of Lignite from 4.5 million tonnes to about 6.3 million tonnes, to meet the ultimate requirement at the 600 m.w. stage of the power station and the fertilizer and the briquetting and carbonisation plant operating at full capacity.

When the amount required is more than 4 crores, in the draft fourth plan the provision is only 2.45 crores. The Ministry must take up with the Government and the Planning Commission the second mine unit without loss of time. The final stage of the Thermal Power Station at Neyveli is expected to be completed by June, 1970. According to the report, orders have been placed for additional mining machinery for

expansion of mining and the installation of the additional machinery is expected to be completed in 1971-72. There is a big gap. I want to know whether power plant will be kept idle for want of lignite.

The price charged for electricity is 5.9 paise per unit. The Neyveli Lignite Corporation to reduce the loss incurred by them increased the rate recently from 5.2 paise to 5.9 paise. Experts who analysed the working of this project have calculated that one unit should cost 0.6 to 0.7 paise at 100 per cent efficiency. Even if the efficiency is calculated at 50 percent, the cost should not exceed 1.5 paise per unit. It must be noted that power is generated near and on the mine where land, water and machinery are all available, at the best possible rates and with the best expert advice of all leading countries.

For the inefficiency of this Ministry, the people of Tamil Nadu are paying. If the State Government raises the price by 1 paise per unit there is opposition and agitation especially by Congressmen belonging to their party. They do not know this truth probably and there was an agitation against the Government of Tamil Nadu for raising the rates on electricity by 1 or 1.5 paise per unit.

There are 1000 Junior Engineers and more than 700 Overseers, operators and Laboratory staff in the Neyveli Lignite Corporation who are demanding revision of pay scale. There is unrest there. The problem is not settled. The Hon'ble Minister should intervene and settle the dispute.

The Ministry of Mines and Metals stands for the speedy exploitation of the mineral resources in the country. The United Nations Development Decade's mineral development project in collaboration with the Tamil Nadu Government probed an area of 20,000 sq. km. in North Arcot, South Arcot, Dharmapuri and Salem Districts. The evaluation is greatly encouraging.

In Triuppathur Taluk (North Arcot) complex rocks with which are associated useful rare-earth elements like niobium and tantalum which are used in the electronic industry have been found. The

top layer of about 100 feet in the Korathi carbonatite region contains vermiculite which is very useful in ceramic industry.

Below this, core samples show a thick stretch of apatite occurrence which is valuable for its phosphate content.

The carbonatite also contains fluorapatite mineral of niobium and tantalum with uranium. At the bottom are the unmistakable sulphides which cannot be missed even by a lay observer. At Samathur in Tirupattur Taluk Thorium has been located. Iron ore and manganese had been discovered near Thiruvannamalai. Multi-metal deposit (zinc-lead-copper) in Mimandur in North Arcot District which happens to be my constituency was discovered long time back. I want the Ministry to take up drilling operations in all these places immediately as they will alter the fortunes of Tamil Nadu. We have to appreciate the difficulties of the Ministry also. According to the **Indian Express** :

"Some States have refused to grant mineral concessions to private persons unless the mineral extracted is utilised for an industry within their respective areas. Certain States possessing key minerals such as coal in the case of west Bengal and mica and manganese in the case of Bihar are in a position to hold the country to ransom. While mineral rich States may have some legitimate claim for the royalties, they should not adopt stances which have the effect of slowing down overall mineral development in the country."

The States should also co-operate in the speedy exploitation and full utilisation of metals and minerals. Finally, before concluding I should like to draw the attention of the hon. Minister to a serious matter. For the last 38 days in the Hyderabad unit of the I. D. P. L. there is a strike going on. Many Members of Parliament have approached the hon. Minister. Nothing has been done so far. I request the hon. Minister to look into it immediately and settle the matter.

The Minister of State in the Ministry of Petroleum and Chemicals and Mines and Metals (Shri Jaganath Rao) : Mr. Deputy-Speaker, Sir, yesterday Mr. Onkarlal Bohra....

श्रीमती लक्ष्मीकांतम्मा (सम्मम) :
उपाध्यक्ष महोदय, इसका टाइटम एक-दो घंटा बढ़ाना चाहिए ।

श्री ना० प्र० यादव (सीतामढ़ी) उपाध्यक्ष महोदय, मैं कल से प्रतीक्षा में बैठा हूँ ।

Mr. Deputy Speaker : We shall see.

Shri Jaganath Rao : Yesterday he expressed his concern and anxiety that even after twenty years of Independence nothing has been done to exploit all the mineral wealth in the country. May I ask him how he could know about the mineral wealth of the country unless he came across the report of the Geological Survey of India? Much work has been done by the G. S. I. during the last 22 years and two-thirds of the country has been covered by the surveys and research and only one third remains and it is going to be covered in the coming years. This Ministry, during the last 12 to 13 months, have been keen that in view of the heavy drain of foreign exchange involved in the import of a number of major minerals like non-ferrous metals, fertilizers, minerals, etc., the process of exploration and development of minerals in our country should be speeded up. Like the Green Revolution that we have achieved after 10 years of sustained effort, it is also necessary that a revolution should be achieved in the field of mineral development with a view to achieve self-sufficiency and to provide the necessary fillip to the growth of mineral-based industries.

To accelerate the pace of exploration for non-ferrous ore deposits, air-borne geophysical surveys in selected parts of the country, namely, Rajasthan, Andhra Pradesh, Bihar and West Bengal, have been carried out. A number of anomalies, that is, promising points, have been located in these areas. These have been taken up for intensive ground follow-up work. Some of these areas have already shown some very interesting indications of base metal deposits, but we have to further investigate

[Shri Jaganath Rao]

them in order to establish the existence of economically viable deposits.

Similar surveys for the location of non-ferrous metals are proposed to be undertaken in some other parts of the country. A geophysical air-borne unit is also being set up in the Geological Survey of India in order to undertake intensive air-borne surveys in the rest of the country. Geological mapping of the country, which is the basis of location of minerals, is proposed to be completed during the next 10 years.

Some other measures have also been taken up by this Ministry. Proposals for amending the Mines and Minerals (Regulation and Development) Act, 1957, and the rules framed thereunder are under examination of the Government with a view to simplify and streamline the procedures for obtaining prospecting licence and mining leases and for carrying out speedy development of the mines. It has also been noticed by Government that a number of areas for which prospecting licence or mining leases have been given have not been worked by the licencees or the lessees, and so promising areas have remained unexploited. We are, therefore, considering the question of amending the relevant provisions of law with a view to provide that the mining lease would be cancelled if the lessees do not work the area in accordance with the approved production programme within the stipulated period.

With a view to increase the pace of mineral exploration in the Geological Survey of India and to place these operations, as far as possible, on a commercial footing, it has been decided to separate the mineral exploration wing of the G. S. I. into a separate autonomous unit within the Geological Survey of India. This unit will be assisted by a high-level technical group in the examination of proposals for detailed mineral exploration and in watching their speedy implementation.

We are also thinking of a scheme for providing technical and financial assistance to small mineowners for undertaking the exploration and development in their areas, and this is under the consideration of the Government. We are also thinking of giving mining leases to unemployed mining

engineers for small deposits wherever it is possible.

So much about the G. S. I.

Shri S. Kundu (Balasore) : Can you grant leases ?

Shri Jagannath Rao : Yes ; for major minerals on the recommendation of the State Governments, we give sanction in respect of the minerals mentioned in Schedule A of the Mines and Minerals Act.

Yesterday, Mr. Kothari spoke about the plight of the coal industry. I cannot entirely agree with him. But it is a fact that the target of production fixed in the third Five Year Plan was 98.3 million tonnes, and it was subsequently revised, in the mid-term appraisal, to 95 million tonnes. But ultimately the demand of the country did not come up, it was only 67 million tonnes. Every mine, whether owned by the private sector or by the N. C. D. C., was geared up to produce the capacity which was fixed at 95 million tonnes. Unfortunately, for want of demand several mines had to be closed down. That is the case with the N. C. D. C. also. But then, we cannot always depend on the railways, which are gradually taking to dieselisation and electrification because of the density of traffic, both goods and passenger traffic. Therefore, the demand of the railways which is 16 million tonnes today will come down to 13 million tonnes in 1973 and it may again come down to 12 million tonnes in 1975-76. Therefore, we cannot depend on the railways : so also is the case of the offtake by the thermal power stations, cement industry and all that. We have to think of new ways of using the coal which is available in plenty, so that the mine-owners are not put to difficulties. We have now some export orders for our non-coking coal—about 4 lakh tonnes. Recently the M. M. T. C. has signed a contract for 100,000 tonnes of non-coking coal. About 1.75 lakh tonnes of hard coke from the Durgapur cokeovens are also to be exported. That is one way of trying to export some quantity of coal : As I said, we have to think of new uses.—

The Orissa Government has come forward with a proposal for setting up a formed coke project at Talcher. This process

has been completed and developed by the C. F. R. I. at Dhanbad. By using this, low phosphorous pig-iron can be produced. Formed coke can be used in blast furnaces and to replace the prime coking coal which is now being used by steel plants. This process has been developed by Dr. Lahiri of C. F. R. I. We can also think of generating low temperature carbonised units for production of gas for domestic use. We can also produce smokeless domestic fuel. I would also plead with Mr. K. L. Rao when the national power grid is established, he should think of big thermal power stations all over the country where coal is available, right from Bengal-Bihar to Neiveli in the South and from Talcher in the east to Maharashtra and M. P. in Central India, so that the slack coal which is available in abundance could be used.

The House is aware that three coal-based fertiliser plants are being set up in the fourth plan. The foundation has been laid for the Talcher plant. Bamagundam plant also will come up sometime this year. We will have 800 million tonnes of Assam coal which has been discovered. This coal can be used according to recent studies for producing crude. 2 tonnes of this coal would give 1 tonne of crude. The economics of that have to be studied. So, there are ways of utilising the coal which is available in the country.

About the N. C. D. C., I differ from Mr. Kothari who called it a monument of inefficiency and mismanagement. The House is aware that N. C. D. C. came into existence in 1956. As I said earlier, there was a programme for production to meet the national target of 98 million tonnes. It has developed several mines and machinery has been imported. But they had to close down some mines because of lack of off-take. Rs.8 crores have been spent for developing the mines and Rs.4 crores for drilling. Drilling has to be done to estimate the reserves. Temporarily it is a loss. If the demand had picked up, N. C. D. C. would have done better. Now it has turned the corner. Last year it made a profit of Rs. 1.21 crores. In 1969-70 the profit will be somewhere about Rs.1.7 or Rs.1.8 crores. For want of time, I cannot give the complete details.

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We are appointing a committee to go into the national fuel policy, so that we can ensure that the development would be even and not lop-sided.

About aluminium, yesterday Mr. Shah said that we were not giving licences for expansion. The present production in the country is about 163,000 tonnes. The demand is about 1.80 lakh tonnes. By 1970-71 the demand will go up to 2½ lakh tonnes and odd. By the end of the fourth plan, the demand would be 2.74 lakh tonnes. The entire aluminium industry is today in the private sector. The expansion has been agreed to in principle and we are examining the details.

The Hindustan Aluminium Company obtained a licence on the 6th December, 1966 for 1,20,000 tonnes capacity. They set up a plant with 60,000 tonnes and they have raised it to 75,000 tonnes. 45,000 tonnes still remain. We wrote to them in the matter and they have replied that they have taken some effective steps. We are getting it examined in consultation with the Ministry of Law and the Department of Company Affairs whether in law the steps taken by them would amount to 'effective steps' and, therefore, they would be entitled to a licence. The matter is under examination and very soon a decision would be taken.

The Indian Aluminium Company have set up a plant at Belgaum. They have got a letter of intent for expansion to 70,000 tonnes. They tell us they can expand straightway by another 10,000 tonnes.

Similarly, Madras Aluminium, which has a capacity of 12,500 tonnes has been permitted to double its capacity to 25,000 tonnes. They have now come to 15,000 tonnes capacity and the rest will come up by 1973-74.

The capacity of the Aluminium Corporation, Asansol is 7,500 tonnes. They have increased it by another 1,500 tonnes and they are going to complete it soon.

In Orissa, J. K. Industries have been given a letter of intent for 30,000 tonnes annual capacity. At present we are processing that application.

Shri S. Kundu : How long will you take for a final decision ?

Shri Jaganath Rao : There are so many formalities to be completed. There is no delay on our part.

Coming to the public sector, at Korba the capacity is 100,000 tonnes. The aluminium plant is under construction and is likely to be commissioned by July 1972. The smelter is expected to be completed by June, 1973 and the plant is expected to be commissioned in April 1973 and will reach its full capacity by 1975-76.

In Koyna the capacity is 50,000 tonnes. The smelter is expected to be received by October 1970 and it is likely to be commissioned in 1973-74 and will reach full production in 1974-75.

In the field of the aluminium industry we are in a safe position because we have sufficient bauxite in the country. Both the public sector and the private sector have come in a big way and in years to come we hope to export finished goods like aluminium cables.

In this connection, I may state that we are setting up an aluminium research institute to fill up some of the gaps in the field of process technology. It will cater to testing of bauxite samples, development of alloys and advising on current operational problems of the producers. The institute will be set up this year.

Then I come to copper. Yesterday, Shri Bohra said that our potential is about 240 million tonnes. The reserves are estimated at about 70 million tonnes in Khetri and 31.35 million tonnes at Kolihan, both in Rajasthan. The other areas are Nallakonda and Mailaram in Andhra Pradesh and Chitaldurg in Mysore. All these deposits are being exploited simultaneously because copper is badly needed in the country and every year we are losing valuable foreign exchange for the import of copper. Last year, the amount spent on imports was Rs.9 crores. To the extent possible, we want to reduce the import of this very important non-ferrous metal.

Coming to Khetri project, previously this area was held by Jaipur Mining Corpora-

tion of Birlas. They did not do any work. They surrendered the area in March 1961. When it was assigned to the National Mineral Development Corporation. In 1961 May the Western Knapp Engineering Company of U. S. A. was appointed as consultants. In 1962 they (N. M. D. C.) acquired the area from Jaipur Mining Corporation by negotiation. In 1963 U. S. (Aid) was requested for a loan of Rs.9 crores. They promised but ultimately they did not give the loan. So, two years were lost. In 1965 Government approved a proposal to entrust the detailed designing and engineering and supply of equipments to the French firm Venotpic Ensa. In October 1966 Government approved enlarging the scope of the project to 31,000 tonnes per annum. The Hindustan Copper Corporation was formed on 9th November, 1967 and the work has started since then.

I may also inform the House about the time schedule. The concentrator plant is to come up in October 1970, the smelter in October 1971, the refinery in May 1972, fire-refined copper in January 1972 and electrolytic copper by September 1972. The progress is not going on according to schedule. We are also trying to develop other small deposits in the country simultaneously so that copper would be available.

A word about zinc. The Hindustan Zinc unit was originally held by the Metal Corporation of India, a private sector company. This company was acquired on the 22nd October, 1965 by an Act of Parliament. This company, when it originally started the work, could mine only 500 tonnes a day. Now we have come up to 900 tonnes per day. We have also started in February a beneficiation plant for additional 2,000 tonnes a day. It is under installation and we will be in a position to produce 2,000 tonnes of ore by December 1971 which was the original date fixed by the Metal Corporation of India.

Our work is going on progressively. We are also developing other deposits of zinc and lead in other areas simultaneously so that the ore will be available and the production is not halted or staggered. Therefore work in Hindustan Zinc is going on well. It is now going to be expanded to 36,000 tonnes per annum and in the Fifth Plan or so it will be further increased by

54,000 tonnes ; so, roughly it will be 1 lakh tonnes in Rajasthan itself. Not an ounce of zinc will be taken out of Rajasthan.

Shri Onkarlal Bohra (Chittorgarh) : Hindustan Zinc Limited is also importing the raw material.

Shri Jagannath Rao : We are importing it because the ore is not available and we have to keep the unit going. The moment we get the ore we require, no import will be made. The deposit of Dariba is rich. It is also rich in lead with a content of 6 to 7 per cent ; so, we will be in a position to get more of lead also. There are lead deposits in Agnigundala in Andhra Pradesh as also in Orissa. We are also trying to develop lead deposits wherever they are available. Nickel also is being developed in the Sukhinda Tehsil of Orissa. We have given it to a consultant for a feasibility report and we will start it some time towards the end of this year.

Therefore in 12 or 13 months a tempo has been created so that exploitation is done on a war basis and we can get the material that is necessary.

Shri Onkarlal Bohra : How much time will Khetri take ?

Shri Jagannath Rao : I have given the time schedule about Khetri and about Hindustan Zinc also. We should have a target date before us. Unless we have a target date we cannot achieve anything. We may be late by a month or two but we must have a target date and try to stick to the schedule that we have fixed.

Shri Shinkre (Panjim) : What about the gold content ?

Shri Jagannath Rao : There is no gold in zinc. From zinc we get lead and some silver also. But there is gold deposit in Andhra Pradesh.

Shri Shinkre : Are you sure about this ?

श्रीमती लक्ष्मीकान्तम्मा : रायलसीमा में जो डायमंड के डिपॉजिट्स मिले हैं, उनके बारे में भी तो कुछ कहें।

Shri Jagannath Rao : There are some diamond deposits in Ramallakotta and Vajrakarur in Anantapur District of Andhra Pradesh besides Panna in Madhya Pradesh. The National Mineral Development Corporation has taken up those ores. Rayalaseema would become *ratnasema* in course of time. There are good prospects and I hope we will be able to get diamonds in large quantities.

Wherever there are deposits in all the States, however small they may be, we are developing them and in the Fourth Plan we have schemes to develop them. We will not lie content unless we get the required metal that is necessary.

Shri G. Viswanathan : He has not mentioned anything about Neyveli.

Shri S. Kundu : The Minister gave a very rosy picture ; in his department everything is well and fine ; there is no headache and no cause to worry.

Shri G. Viswanathan : Why should I have wasted 16 or 17 minutes if I do not get a reply ?

Mr. Deputy Speaker : If the Minister does not reply, I cannot compel him.

Shri G. Viswanathan : We can compel him.

Shri Jagannath Rao : About the Neyveli Corporation, the mining target is to be raised to 6 million tonnes during the Fourth Plan for which a sum of Rs. 4.5 crores has been provided in full. An amount of Rs. 2.5 crores, as mentioned by the hon. Member, was in the earlier draft. By mistake, he is reading the draft Plan. Firm orders for the required equipment have already been placed.

Mr. Deputy Speaker : Shri Kalita.

Shri S. Kundu : I just want to ask one thing.

Mr. Deputy Speaker : There is no time, Shri Kalita.

Shri S. Kundu : About the Khetri mining project, is one of our sick mining

projects. The machinery which was imported has been lying there unutilised. Why was such machinery purchased? Why is this target of production not reached? Why is the target of construction also not reached? Is he prepared to hold an enquiry into it? I would like to know whether these things could have been manufactured indigenously in the country and, if so, why did you import it? Why are you not going to utilise it?

Mr. Deputy Speaker : The time is very restricted. The Minister has only intervened. The senior Minister is yet to reply. Shri Kalita.

Shri Dhireswar Kalita (Gauhati): Mr. Deputy Speaker, Sir, I have read the Report of the Ministry of Petroleum and Chemicals and Mines and Metals. At the very outset, I must congratulate Dr. Triguna Sen for his bold policy in regard to crude oil. We should give whatever compliment he deserves. At least, the foreign oil companies who are importing crude oil have been compelled to reduce the price of crude. This is a great achievement for his Ministry. Also, in the matter of import of crude oil, he has achieved something. These two things are to be noted. But this does not mean that he should be complacent about it.

We know, sometime back, when he was negotiating with these foreign oil companies, when these foreign oil companies were resisting to reduce the price of crude, he dictated some terms to these companies and he was clear in his mind about an alternative arrangement. There was an alternative arrangement with the Government of India. It was their thinking that if the foreign oil companies did not agree to the reduction of crude price, then they would have an alternative arrangement. This is known to us and to all people. I have always been saying this. In an earlier speech also, I was demanding that when the Government of India can make alternative arrangements, what is the necessity of allowing them to import crude oil to the tune of Rs.132 crores to Rs.134 crores every year? What is the necessity for that? I am saying that the Government of India can take over all crude oil import itself. I want Government should not go times without number to these foreign

oil companies for reduction in prices of crude oil and cut crude oil imports when Government can manage and arrange imports as they know full well, the sources wherefrom they get the oil. I would demand in this House that Government should take every step to change this policy and make all arrangements to take over our crude oil import itself.

15 hrs.

Secondly, I am coming to the fertiliser policy. I am not going into details. Recently one fertiliser project in Goa has been sanctioned by the Government. I am not going into that. But I am going into one question. Only since two years the Minister has come to this Ministry. Recently, the Planning Commission has agreed to allot Rs.1,200 crores to import fertilisers. What is this Ministry doing here in India? We know, to achieve self-sufficiency in fertilisers we only need Rs.300 crores. But our Planning Commission—I shall not say it is a bogus commission—but their plan to import fertilisers worth Rs.1,200 crores is a bogus one. We shall have an opportunity to discuss the Fourth Plan in this House. The Planning Commission has allotted Rs. 1,200 crores to import fertilisers from foreign countries but they have not allotted Rs.300 crores to achieve self-sufficiency. For example, this Goa project was hanging fire since 1962. Now the Mithapur project is hanging fire. Namrup expansion is not working. Barauni has not gone into stream. There is also a proposal in the Hindustan Copper Project to produce some fertiliser, but nothing is coming out. Every year according to this plan we shall have to import Rs.400 crores worth of fertiliser from foreign countries. I want that this policy of the Government of India should be changed. Instead of importing fertilisers from foreign countries Government should allot Rs.300 crores immediately to this Ministry to achieve self-sufficiency. It may be in the private sector or in the public sector—it does not matter. But India should become self-sufficient in fertilisers. This is my second submission.

I am coming to another matter. Just now Mr. Rao was saying something but I am not going into it. I only want to say one thing about the Khetri Hindustan Copper

project. It is a cross-breed project of the Maharaja of Jaipur and Birlas. From 1945 this copper project is hanging fire. The Maharaja handed it over to Birlas and Birlas handed it over to the Government of India. Till now, Rs.30—40 crores, have been spent on this account and the project cost will be nearly Rs.90 crores. They will produce 31,000 tonnes of copper by 1972 if the report is correct. From 1945 to 1972, for more than 25 years the target is 31,000 tonnes. But till now not a single kilogram of copper has been produced by this plant. The project is estimated to cost Rs.90 crores and they have already spent Rs.30 crores. I hope a Parliamentary Inquiry Committee should be set up to inquire into the whole affair about the Khetri Copper Project which is a great drain on our public exchequer. This should be looked into immediately.

I am now coming to the crude oil products, Sir. Recently it has been very much advertised in the Press and it has come out in the papers. The Prime Minister also inaugurated the off-shore drilling. I also appreciate this, that this is a new, great adventure on the part of the Government. But I wish to ask this question. When you go in for off-shore drilling, have you exhausted—all the on-shore drilling? Have you exhausted such on-shore drilling in areas like Assam, Tripura, Nagaland, Manipur, N. E. F. A., West Bengal, Gangetic Basin, Punjab, Kashmir and also in the South? Have they exhausted all their on-shore exploration programmes? When I was in the Estimates Committee in 1967, we came across a report of the Gangetic basin where there is possibility of oil reserves. But nothing has come out of it. Instead of doing that on-shore drilling, why should the Government of India lay more stress on off-shore drilling? It is well-known that off-shore drilling is more costly, than on-shore drilling. I am not against that; but I want to caution them in this respect. According to newspaper reports, the place where they now have this off-shore drilling is a hazardous one, because the tidal waves flow at a speed of 12 K. Ms. per hour. The height of the tidal wave sometimes crosses the height of a two-storeyed building and the wind in the monsoon comes at a speed of 150 K. Ms. per hour. And, I apprehend that the whole project may collapse due to those hazards. So, I request

that measures for on-shore drilling should be given priority. Then only we should go in for off-shore drilling. This is my submission.

I now come to agreements entered into by the Government of India with foreign companies that are operating in India like B. O. A. C. and other oil companies. I wish to make a reference to the Report of the Damle Committee, 1961. They say in page 90 as follows:

"All the 3 coastal refineries obtained their requirements of crude oil from their overseas suppliers who are themselves not original producers/suppliers of crude oil. The Companies are unable to disclose the names of their original suppliers. We fail to see why the companies could not deal with the original producers/suppliers of the crude oil or furnish information regarding the names of such original producers/suppliers."

This is one thing which I would like to bring to their notice from the Report of the Damle Committee.

Here is an agreement of 1961 between Burmah-Shell Oil Storage and Distributing Company of India Limited and the Fertiliser Corporation of India Limited. Clause 3 (b) of this Agreement says:

"the gas is used basically for the production of fertilizer and any or all of the following products or by-products:

- (i) Heavy water.
- (ii) Sulphur and Sulphuric Acid.
- (iii) Technical grade urea.
- (iv) Carbon.
- (v) Town gas.
- (vi) Dry Ice.
- (vii) Any other products or by-products after obtaining the prior permission of the Seller, which will not be withheld, provided that the Seller may not be normally manufacturing such pro-

ducts or by-products in India or have any arrangements for the indigenous manufacture of such products."

Mr. Deputy Speaker : Now the Hon. Member should conclude.

Shri Dhireswar Kalita : I shall finish within three minutes.

Mr. Deputy-Speaker : You should finish within one minute.

The Minister of Petroleum and Chemicals and Mines and Metals (Mr. Triguna Sen) : Don't you want to hear the Minister's reply ?

Shri Dhireswar Kalita : Yes, I want to hear your reply.

Mr. Deputy-Speaker : For you, the time is allotted by your party.

Shri Dhireswar Kalita : Sir, I want that these agreements should be scrapped. Yesterday, my colleague, Shri Ganesh Ghosh raised a point saying that these agreements are always a dishonour to us. It is shameful on the part of Government of India to continue them. In 1968, you will remember, Sir, that this Oil pricing was discussed in this House and as a result of that, Shantilal Shah Committee was appointed. And a report of that Committee is now before the Government. The Cabinet, it seems, has again referred that to the Cabinet Sub-Committee to ascertain the views of the State Government.

In this very Shantilal Committee Report, reference was also made at the end of their report that the Government should ascertain the views of the State Government. I do not know why should there be such delaying tactics on the part of Government in this regard ? It is because of this agreement that Bombay, Madras, Haldia, Assam, Ahmedabad and the whole country is suffering. So, I want that this report should immediately be placed before the House and the House should discuss it to arrive at a decision. We should scrap this import parity theory.

Mr. Deputy-Speaker : The hon. Member must conclude now.

Shri Dhireswar Kalita : I want one more minute. I would now like to touch upon the working of the autonomous bodies of the Refineries and Fertilisers. What does autonomy mean ? I am giving you one example. ' .

Mr. Deputy Speaker : No more example please. You must conclude now. Otherwise this is unfair to the other hon. Members.

Shri Dhireswar Kalita : Let me state briefly how in these autonomous bodies the officers are using these institutions for their own benefit. These officers are getting a car allowance of Rs.300 per mensem. Officers are having housing facilities. When the workers ask for these privileges, immediately the management introduces the Industrial Security Force.

Mr. Deputy Speaker : Please conclude now.

Shri Dhireswar Kalita : At the end, I want that these industrial security forces which are used by the autonomous bodies under this ministry should immediately be stopped and better relations with the workers should be established. Thank you.

श्री ना० प्र० यादव (सीतामढ़ी) : उपाध्यक्ष महोदय, मैं आपके द्वारा पेट्रोलियम, रसायन एवं धातु मंत्री का ध्यान इंडियन इग्ज कम्पनी के अन्तर्गत चल रही तीन दवाइयों और चीर-फाड़ के औजार बनाने के कारखाने में चल रही अव्यवस्था की ओर दिलाना चाहता हूँ। इन तीन कारखानों में घाटा होता है और इसके अधिकारी की मनमानी के कारण मजदूर हड़ताल करते हैं और इस कारण देश को भारी नुकसान होता है। सरकारी कारखानों में तैयार दवाइयों की कीमत घटनी चाहिए। विभिन्न सरकारी कारखानों में एक ही दवाई की लागत में भारी फर्क रहता है। सरकार को चाहिए कि इस मामले में नया अध्ययन कराये और अगर किसी तरह का भ्रष्टाचार हो तो उसकी जाँच कराई जाये। विदेशी तेल कम्पनियों का राष्ट्रीयकरण होना चाहिए। सरकारी क्षेत्र का तेल उद्योग अफसरों के निहित स्वार्थों के कारण नहीं बन रहा है। हैदराबाद के सिन्थेटिक कारखाने में 34 सौ मजदूर 38 दिनों से हड़ताल पर हैं। उनकी माँगों को शीघ्रताशीघ्र स्वीकार करना

चाहिए और इस हड़ताल को समाप्त करने की व्यवस्था करनी चाहिए।

गंगा के पानी के दूषित होने की जाँच आयोग की रिपोर्ट पर शीघ्रातिशीघ्र कार्यवाही होनी चाहिए। और उसमें जो भी दोषी हों उनको उचित से उचित दंड देना चाहिए।

बेरोजगार स्नातकों को एजेंसी देना चाहिए। कुछ दिन पहले तीन चार बार पेपर में निकला है कि जो हमारे देश में अनएम्प्लायड ग्रैजुएट्स हैं, इंजीनियर हैं या डिप्लोमा होल्डर्स हैं उनको सरकार की ओर से पेट्रोल पम्प और केरोसिन आयल की एजेंसी दी जायेगी लेकिन मैं मन्त्री महोदय का ध्यान इस बात की ओर दिलाना चाहता हूँ कि जो आपके अधिकारी हैं जो कि तेल की एजेंसी देते हैं या पेट्रोल पम्प की स्वीकृति देते हैं उनके पास हमारे देश के अनएम्प्लायड ग्रैजुएट्स और इंजीनियर्स ने लगभग दो महीने पूर्व से अपने आवेदन-पत्र भेजे हुए हैं और उन अधिकारियों के यहाँ काफी दौड़ धूप करने के बाद भी अभी तक उनमें से किसी एक भी अनएम्प्लायड ग्रैजुएट या इंजीनियर को कोई एजेंसी नहीं दी गई है। इसलिए मेरा निवेदन है कि जितनी जल्दी हो सके, जिनके आवेदन-पत्र पड़े हुए हैं उनके आवेदन-पत्रों पर स्वीकृति दी जाये जिससे कि उनको काम मिल सके।

श्रीमन्, जो पेट्रोल पम्प चलाते हैं उनमें से बहुत से कहीं कहीं पेट्रोल में केरोसिन आयल भी मिला देते हैं। इसलिए मेरा निवेदन है कि इसकी जाँच के लिए उच्चस्तरीय जाँच समिति की स्थापना की जाये और जिन लोगों को भी इस सम्बन्ध में दोषी पाया जाये उनको कड़ा से कड़ा दंड दिया जाये तथा उनकी पेट्रोल पम्प की एजेंसी भी समाप्त की जाये।

श्रीमन् मैं आपके द्वारा मन्त्री महोदय का ध्यान फर्टिलाइजर फैक्टरी, बरोनी की ओर ले जाना चाहता हूँ। वहाँ पर जो मैनेजर हैं वे वहाँ पर पंजाब के अपने सगे सम्बन्धियों को बहाल करते हैं। हमारे यहाँ बिहार में जो भी शिक्षित युवक हैं वे बेचारे झर झर मारे-मारे फिरते हैं लेकिन उनको बरोनी फर्टिलाइजर में नौकरी नहीं मिलती है। उनसे आवेदन-पत्र भी लिए जाते हैं लेकिन उसके बाद भी कोई नतीजा नहीं निकलता है। फर्टिलाइजर फैक्टरी

के मैनेजर साहब पंजाब से अपने सगे सम्बन्धियों को बुलाकर वहाँ रखते हैं और काफी वेतन देते हैं। इसलिये मेरा निवेदन है कि इस तरह का जो व्यवहार वहाँ के मैनेजर साहब हमारे बिहारियों के साथ करते हैं उसकी शीघ्रातिशीघ्र इन्क्वायरी होनी चाहिए और बिहार में जो हमारे शिक्षित युवक बेकार बैठे हुए हैं उनको फर्टिलाइजर फैक्टरी, बरोनी में काम मिलना चाहिए।

श्रीमन्, उर्वरक के उत्पादन में सरकार के 200 करोड़ रुपया प्रति वर्ष खर्च होते हैं, फिर भी उर्वरक की कीमत प्रति वर्ष बढ़ती चली जा रही है।

आयल एंड नेचुरल गैस कमीशन के चेयरमैन का अधिकार बिल्कुल ही कम कर देना चाहिए। और मंत्रालय को इसका अधिकार अपने हाथ में लेना चाहिए।

मैं आपके द्वारा मन्त्री महोदय का ध्यान आयल एंड नेचुरल गैस कमीशन, देहरादून की तरफ ले जाना चाहता हूँ। आसाम में नजीरा एवं गैलकी दो चाय बागान हैं। उपरोक्त दोनों चाय बागान को आयल और नेचुरल गैस कमीशन, देहरादून अपने काम के लिए यानी दोनों चाय बागान से तेल निकालने के लिए वॉरिंग करने के लिए चेयरमैन महोदय पहले उपरोक्त दोनों चाय बागान के मालिकों से दस लाख रुपये में खरीद करने के लिए बात किया परन्तु कुछ दिनों के बाद दस लाख के बदले में चाय बागान के खरीदने में करीब 60 लाख रुपये भुगतान किया। उपरोक्त दोनों चाय बागान के मालिकों को तो केवल दस लाख मिले परन्तु करीब 40 लाख रुपये चेयरमैन एवं उनके नीचे के अधिकारियों की पाकिट में चले गये। मैं आपके माध्यम से मन्त्री महोदय से यह अनुरोध करता हूँ कि इसकी इन्क्वायरी या तो स्वयं करें या आपको अवकाश न हो तो इसकी जाँच सी० वी० आई० को दें और इन्क्वायरी के पश्चात् आयल एंड नेचुरल गैस कमीशन के जो भी अधिकारी कुसूरवार हों उन्हें कड़ी से कड़ी सजा देने की व्यवस्था करें।

अध्यक्ष महोदय, मैं आपके माध्यम से मंत्री जी का ध्यान आयल एंड नेचुरल गैस कमीशन, देहरादून के चेयरमैन के ग्राष्ट आचरण के ऊपर आकृष्ट करना चाहता हूँ। ऐसा विश्वस्त सूत्र के ज्ञात हुआ है कि उपरोक्त कमीशन के

चेयरमैन चैकोस्लोवाकिया में बिना भारत सरकार की वित्तीय स्वीकृति के ही पाँच करोड़ रुपए की पाइप खरीदने का आर्डर दिया और इन्होंने किसी भी देश से टेन्डर नहीं मंगाया, सुना है कि जापान और कनाडा में चालीस, प्रतिशत कम कीमत में इस तरह की पाइप मिलती है। इससे चेयरमैन के भ्रष्ट आचरण की साफ जानकारी मिलती है कि पाइप्स खरीदने में करीब दो करोड़ रुपये की गोलमाल किया है।

इनके साथ मिस्टर खेमका पाइप खरीदने में विदेश गये थे। सुना है कि राजस्थान के ये खेमका जी बहुत बड़े सेठ हैं और चेयरमैन के साथ इनकी भीतर से बहुत बड़ी साँठगाँठ है।

उपरोक्त चेयरमैन महोदय बिना सरकारी स्वीकृति के ही चैकोस्लोवाकिया गये और अपने साथ-साथ अपनी पत्नी एवं सेठ खेमका जी को ले गये। इसके लिए भी इन्होंने सरकार से स्वीकृति नहीं प्राप्त की।

श्रीमन्, मैं आपके माध्यम से मन्त्री जी से यह पूछना चाहता हूँ कि चेयरमैन महोदय वहाँ जाने का खर्च कहाँ से लाये? मैं मन्त्री जी से चाहता हूँ कि वे इसकी जाँच स्वयं करें या सी बी आई से करावें। और कुसूरवार साबित होने पर चेयरमैन महोदय को कठिन से कठिन सजा दिलाने की व्यवस्था करें।

श्रीमन्, मुनने में आया है कि उपरोक्त चेयरमैन ने देहरादून में करीब दो लाख रुपये का निजी मकान बनवाया है और कमीशन के अन्तर्गत गुजरात में काम करने वाले एक इंजीनियर को अपने मकान की देखरेख के लिए यहाँ रखे हुए हैं। इंजीनियर साहब का वेतन तो कमीशन से मिलता है और चेयरमैन महोदय अपने निजी भवन की देख-रेख कराते हैं। मेरा मन्त्री महोदय से निवेदन है कि इनके देहरादून के मकान की भी इन्वॉयरी होनी चाहिए कि उसे बनाने के लिए रुपया कहाँ से लाये?

श्रीमन्, मैं आपके माध्यम से मन्त्री जी से पूछना चाहता हूँ कि मन्त्री जी हम लोगों से बराबर कहते हैं कि विदेशी मुद्रा की कमी के कारण एक्सप्लोरेशन अधिक नहीं करा सकते हैं। बड़े-बड़े यन्त्र भी नहीं खरीद सकते हैं परन्तु आयल एण्ड नेचुरल गैस कमीशन के चेयरमैन प्रतिवर्ष 10 से 12 बार विदेश यात्रा करते हैं। इन्हें पैरिस इत्यादि जाने के लिए वर्ष में 10-12 बार

के लिए विदेशी मुद्रा कहाँ से आई? इन पर उपरोक्त भ्रष्टाचार के लिए कठिन से कठिन कार्यवाही क्यों नहीं करते?

मैं समझता हूँ कि उपरोक्त चेयरमैन या आयल एण्ड नेचुरल गैस कमीशन के दूसरे आई सी एस अधिकारी कितना ही भ्रष्टाचार करते हैं लेकिन सरकार के कान पर जूँ नहीं रेंगती। ये चेयरमैन वही व्यक्ति हैं जिन्हें दण्डकारण्य में रिफ्यूजियों को रिसिटिलमेन्ट कराने भेजा गया था। रिसिटिलमेन्ट कराने के लिए लाखों रुपये दिये गये। परन्तु न तो ये रिसिटिलमेन्ट ठीक से करा सके और न कोई विशेष सहायता ही दी। उल्टे लाखों का गोलमाल भी किया। अतः आपके द्वारा मन्त्री महोदय से अनुरोध है कि उपरोक्त जितनी बातों का मैंने जिक्र किया है उन्हें एक एक कर व्यक्तिगत रूप से स्वयं जाँच करें और यदि उन्हें स्वयं अवकाश न हो तो सी बी आई से उनकी जाँच कराई जाये।

श्री राम सेवक यादव (बाराबंकी): उपाध्यक्ष महोदय, यह मंत्रालय बहुत ही महत्वपूर्ण है और इतना महत्वपूर्ण है कि इस में छोटे, बड़े मिला कर तीन मंत्री हैं। विभाग तो बहुतेरे हैं, वहाँ कोयला का है जहाँ आग लगते ही मामला काला हो जाता है। जैसा अभी हमारे एक माननीय सदस्य ने एक गोलमाल का जिक्र किया। लेकिन चूँकि समय इस मंत्रालय की माँगों के लिये कम ही रखा गया है इसलिये मैं थोड़े समय में कुछ खास बातें कहना चाहता हूँ।

उपाध्यक्ष महोदय, हमारी सरकार, और उसी तरह यह मंत्रालय नारों का शिकार है। नारा है साजाजिक न्याय का, नारा है एकाधिकार को मिटाने का और नारा है उत्पादन बढ़ाने का। ये तीन नारे सरकार की ओर से दिये जाते हैं। लेकिन इन तीनों नारों में एक दूसरे के साथ इतना गोलमाल किया जा रहा है, घाघली हो रही है कि वह एक दूसरे को खत्म कर देंगे। जैसे मैं कहूँगा कि सामाजिक न्याय के लिये, एकाधिकार को मिटाने के लिये सावजनिक क्षेत्रों का निर्माण करना अति आवश्यक है। लेकिन इस सामाजिक न्याय को, सावजनिक क्षेत्र को बढ़ाने के लिये सभी निजी उद्योगों को समाप्त कर के, समाज के नियंत्रण में लाने के लिये उसको समाप्त कर दिया जाता है उत्पादन वृद्धि के नाम पर। जैसे मैं मिसाल देना चाहता हूँ। और

मिसाल यह है कि यह जो बिड़ला साहब को उर्वरक का लाइसेंस मिला यह क्यों मिला ? 6 वर्ष लग गये । इसी नाम पर मिला होगा न कि उर्वरक की कमी है और उसका उत्पादन बढ़ाना चाहिए ? इसलिये उनको यह लाइसेंस दे दिया गया । चोगले साहब को मिला । मुझे प्रसन्नता है, लेकिन इसमें जो राजनीति है उसी से दुख है । कोई वहाँ पर एक पूँजीपति हैं गोआ में रहते हैं, चोगले साहब, और एक हैं बिड़ला साहब । तो बिड़ला और चोगले साहब के बीच में लोगों को खूब खेलने का मौका मिला ।

श्री त्रिगुण सेन : देंगे ।

श्री राम सेवक यादव : देंगे । इसलिये आपके बम्बई सेशन की घञ्जियाँ उड़ जाती हैं, और जो पंडाल आप का वहाँ सजा था उसमें सामाजिक न्याय छिप जाता है ।

श्री एस० आर० दामानी (शोलापुर) : अगर हम ये चीजों इम्पोर्ट करते रहें और देश के अन्दर कोई कारखाना न बने, तब आप की क्या राय है ?

श्री राम सेवक यादव : मेरी चले तो मैं शुद्ध सार्वजनिक क्षेत्र वाला हूँ । मैं निजी क्षेत्र का बिल्कुल हिमायती नहीं हूँ, और मैं माननीय सदस्य के साथ बैठ कर बहस करना चाहता हूँ इस विषय पर । लेकिन जो आप की सरकार के अन्दर गतिरोध है, जो अन्तर्द्वन्द्व है, और जो विरोधाभास है उसको मैंने आप के सामने रखने का प्रयास किया ।

अगर आप का नारा उत्पादन वृद्धि का है तो यह 6 वर्ष इस लाइसेंस को देने में क्यों लगे क्यों कि इतने दिनों में कुछ उत्पादन बढ़ता, कुछ काम आगे चलता, और अगर सामाजिक न्याय का और एकाधिकार का नारा है, हम उसके साथ इत्तफाक करते हैं, तो फिर बिड़ला को, जिन के खिलाफ इस तरह के आरोप लगाये गये और सत्य ही लगाये गये कि सब से ज्यादा कारखानों की स्थापना के लिये लाइसेंस मिले, उन को फिर एक बहुत बड़े उद्योग का लाइसेंस क्यों दे दिया गया । इन दोनों बातों में आप कैसे तालमेल बैठा रहे हैं उसको आज सदन और देश जानना चाहता है । और अगर आप इसका जवाब नहीं दे पाओगे तो मैं कहना चाहता हूँ कि इस देश की जनता और संसद के साथ एक खिलवाड़ हो रहा है और उत्पादन के नाम पर आप सामाजिक न्याय और एकाधिकार समाप्त करने के नारे को खत्म कर रहे हैं । इसलिये मैंने यह प्रश्न उठाया ।

इसी तरह से बिहार में ग्रामशोर में गंधक मिलती है । देश के अन्दर गंधक पैदा होती है । उसका इस्तेमाल सिन्दरी उर्वरक कारखाने में नहीं होता, और यह कह कर उसका इस्तेमाल नहीं किया जा रहा है, उसको खरीद नहीं रहे हैं कि सिन्दरी कारखाने को वह कुछ मंहगी पड़ती है और आप विदेशों से गंधक मंगाते हैं । और जब विदेशों से मंगाते हैं तो मैं जानना चाहता हूँ, हो सकता है कि आप का यह कारखाना ज्यादा खर्चीला हो, तो खर्चा कैसे घटेगा, किस तरह से काम चलेगा, उस पर जोर देना चाहिये । और दूसरे यह जोर देना चाहिये कि उसमें जो लोग बेकार होंगे उनको काम में लगाना चाहिये । बजाय इस के उसमें छटनी शुरू हो जाय और वहाँ जो गंधक प्राप्त होती है उसको खत्म कर के सिन्दरी के लिये विदेशों से गंधक का आयात करें और इस तरह से विदेशी मुद्रा लार्जे, यह बात मेरी समझ में नहीं आती ।

Dr. Triguna Sen : We are not importing pyrites.

आप सार्वजनिक उद्योगों को चलाते हैं और यह कह कर चलाना चाहते हैं कि आप उससे कुछ काम लोगों को देंगे, बेकारी दूर करेंगे और साथ साथ ऐसे उद्योगों को जिनको निजी लोग नहीं चलाना चाहते, क्यों कि निजी लोगों के दिमाग में है व्यक्तिगत मुनाफा और ऐसी चीजों का उत्पादन बढ़ाना कि जो उत्पादन वृद्धि में सहायक न हो, जनता के हित में न हो, बल्कि उन के मुनाफे के लिये हो, उन कामों में उनकी दिलचस्पी होती है, इसलिये आप सार्वजनिक क्षेत्र में दखल चाहते हैं । लेकिन आप का अमल क्या है ? मैं एक दूसरी मिसाल देना चाहता हूँ । एक तो यह कि बिड़ला जी को लाइसेंस दिया और टाटा को दिया, समय खो कर, शायद देने का आप का इरादा था और देंगे आप ।

श्री राम सेवक यादव : मैं चाहता हूँ कि उसकी खरीद क्यों नहीं हो रही है इस का जिक्र मंत्री महोदय करें । ग्रामशोर का गंधक खरीदते हैं कि नहीं, इसका विवरण आप दीजिये ।

[श्री राम सेवक]

इसी तरह से एक दूसरा मुद्दा और उठाना चाहता हूँ। जो आपका भारतीय तेल निगम है इसका किससे पाला पड़ा है? विदेशी कम्पनियों से। मुझ से अगर कोई पूछे कि आप सार्वजनिक क्षेत्र पसन्द करते हो कि निजी क्षेत्र? तो मैं कहूँगा कि सार्वजनिक क्षेत्र पसन्द करता हूँ, निजी बिल्कुल नहीं होना चाहिये। लेकिन अगर ज्वाइस करनी पड़े, और मुझ से पूछा जाय कि अगर आप सार्वजनिक क्षेत्र बनाना चाहते हैं, निजी क्षेत्र को मिटाना चाहते हैं तो सबसे पहले शुरूवात कहाँ से करेंगे? तो मैं कहूँगा कि उसकी शुरूवात विदेशी उद्योगों के राष्ट्रीकरण से करूँगा। लेकिन यह सरकार अजीब ढंग का राष्ट्रीयकरण शुरू कर रही है, और वह इस प्रकार कि देशी का राष्ट्रीकरण हो रहा है और परदेशी को छूट और इनाम दिया जा रहा है। इससे लगता है कि शायद विदेश से कुछ ज्यादा रिश्ता हमारे प्रधान मंत्री का है, और कुछ हो सकता है, उनके खानगी रिश्ते किस तरह के होंगे वह जानते होंगे, उस पर भी रोशनी डालनी चाहिये कि क्यों विदेशी कम्पनियों का राष्ट्रीयकरण नहीं हो रहा है। और फिलहाल मैं इस मंत्रालय के अन्तर्गत आने वाले उद्योगों का, खास कर बर्मा शैल और ऐसो के राष्ट्रीयकरण का प्रश्न उठा रहा हूँ, कि इनका राष्ट्रीयकरण क्यों नहीं किया जा रहा है। ये विदेशी कम्पनियाँ हैं। और आज संसार में सब से ज्यादा घनी तेली लोग होते हैं, जो तेल के व्यापार में लगे हुए हैं। और उस माने में मैं माननीय त्रिगुण सेन को तेली कहूँ तो गलत नहीं होगा।

हमारे यहाँ जो तेल का उद्योग है उसका सब से बड़ा शोषण अगर कोई कर रहा है तो वह है बर्मा शैल, ऐसो और कालटेक्स कम्पनियाँ। मैं जानना चाहता हूँ कि मंत्रालय को इस बारे में क्या नीति है, और कितना पैसा हर साल बर्मा शैल, ऐसो और कालटेक्स कम्पनियाँ हमारे देश का ले जाती हैं? अध्यक्ष महोदय दो मिनट आप मुझे और समय दीजिये। मुझे और किसी मंत्रालय पर नहीं बोलना है।

यह जो हमारा भारतीय तेल निगम है, इसका मुकाबला किससे है, इन्हीं कम्पनियों से है और इनकी सर्विसेज एफिशियट नहीं है तो कारण यह है कि वह इनके मुकाबले खड़े नहीं हो सकते। मेरा चार्ज है, मैं आरोप लगा रहा हूँ

आपके इस मंत्रालय पर कि उसकी जो नीति है उसके परिणामस्वरूप आज तक आपका बम्बई में कहीं कोई इंडियन आयल कारपोरेशन के अंतर्गत न तो कोई पेट्रोल पंप है और न किसी और चीज की स्थापना आपने की है। मैं चाहूँगा कि आप देश के बड़े-बड़े शहरों के आँकड़े दे-कलकत्ता, बम्बई, दिल्ली, कहाँ-कहाँ इंडियन आयल कारपोरेशन के पेट्रोल वर्गरह के पंप लगे हैं और कितने लगे हैं, तथा कालटेक्स, ऐसो और बर्मा शैल के कितने लगे हैं तो पता चलेगा कि कि आपकी एफिशेंसी क्या है (ध्वजधान)

The Minister of State in the Ministry of Petroleum and Chemicals and Mines and Metals (Shri D. R. Chavan): I may mention for the information of the hon. Member that so far as the Indian Oil Corporation is concerned, the I. O. C. which entered the market in 1960, has got more than 44 per cent of the market participation, and in the next year it is likely to be more than 50 per cent, as against all the companies put together.

श्री राम सेवक यादव : मैं बम्बई के बारे में भी जानना चाहता हूँ, मेरा स्पेसिफिक सवाल है।

Shri S. M. Banerjee (Kanpur): The hon. Member has raised the point about the petrol pumps. Is it not a fact that in Bombay, there is no land available for I. O. C., petrol pumps? Let him say yes or no.

श्री राम सेवक यादव : इसलिए मैं कहना चाहता हूँ कि ये सारी चीजें उसमें आनी चाहिए। इसी के साथ साथ मैं कहना चाहता हूँ, उपाध्यक्ष महोदय, कि यह जो उर्वरक हैं, उसके मूल्यों का प्रश्न है। इसके अलावा मैं यह कहना चाहता हूँ कि, तीसरी चीज यह जो क्षेत्र है, मैं समझता हूँ कि सार्वजनिक क्षेत्र में एजेन्सी की प्रथा न रहे तो बहुत बढ़िया। सार्वजनिक क्षेत्र में और निजी क्षेत्र में एजेन्सी की प्रथा है। कार-खाना चाहे सरकारी हो या गैर-सरकारी, अगर दोनों में बिधि एक है, तरीका एक है, दोनों के अन्तर्गत कुछ छोटे कर्मचारी और बड़े आफिसर के वेतनक्रम, सुख सुविधा आदि में वहाँ अगर बराबरी रहती है तो मेरे जैसे लोगों के लिए वह समाजवाद नहीं दीखता है। लेकिन, अगर एजेन्सी देनी हो तो कोई दूसरा तरीका हो, कोई कोआपरेटिव हो। एजेन्सी उनको मिले, गरीब

लोगों को मिले। हमारे प्रधान मंत्री ने जब राष्ट्रीयकरण का नारा लगाया तो हरिजनों की बात कही। इन्होंने गरीब हरिजनों, मुसलमानों की बात की। मैं जानना चाहता हूँ कि आपके मंत्रालय में, जो उर्वरक के कारखाने हैं, जो आपके पेट्रोल पंप हैं, उनमें से कितने आपने हरिजन और आदिवासियों को दिये हैं? वह आंकड़े आप प्रस्तुत करें और अगर एक भी नहीं है, अगर आप ईमानदार हो, अगर आपका समाजवाद जन-अधिमुख है, लोगों की तरफ देखता है तो आपके नियम बनने चाहिए कि आज से जितने भी इंडियन आयल कंपनी के पेट्रोल पंप, फर्टिलाइजर, गैस आदि हैं इनकी ऐजेन्सियाँ उन हरिजन आदिवासियों को मिलनी चाहिए। सब जानी चाहिए, एक दो नहीं, कोई संख्या नहीं ताकि पिछले जो पाप आपने किये हैं उनका निराकरण हो सके। अगर इन चीजों का जवाब दे सकें, तो मैं आभारी होऊंगा।

श्रीमती लक्ष्मीकान्तम्मा (खम्मम) : उपाध्यक्ष महोदय, पेट्रोलियम और रासायनिक पदार्थों और खनिजों की माँगों का मैं समर्थन करती हूँ।

आजके प्राधुनिक संसार में जिस देश में तेल उपलब्ध हो वही देश औद्योगीकरण में परवान चढ़ सकता है, प्रगति कर सकता है। इस कार्यक्रम को मेरी सम्मति में सर्वोच्च प्राथमिकता दी जानी चाहिए। मैं सरकार से अनुरोध करती हूँ कि इस कार्यक्रम को तेजी से आगे बढ़ाने के लिए सभी आवश्यक कदम उठाये। भारत इस मामले में शीघ्र ही आत्मनिर्भर हो जाय, यह अत्यंत आवश्यक है।

कृष्णा गोदावरी नदियों के बेसिन में तेल के लिए सर्वेक्षण का काम शुरू करने के सम्बन्ध में कई बार राज्य सरकार और कई संसद सदस्यों द्वारा माँग की जा चुकी है। तीन वर्ष पूर्व ही रूसी विशेषज्ञों ने निश्चयपूर्वक यह बताया था कि इस बेसिन में तेल के मिलने की अच्छी संभावना देखी गई है और इसलिए यहाँ पूरा-पूरा सर्वे होना चाहिए। परन्तु लम्बे पत्र व्यवहार के बाद भी यह काम अभी तक ठीक नहीं किया गया। यही नहीं, बल्कि यह कहा जा रहा है कि इस बेसिन को प्राथमिकता नहीं मिलेगी; इस संदर्भ में मैं कहना चाहती हूँ कि यह दलील ठीक नहीं है। जब तक इस में ड्रिलिंग करके पूरा सर्वे नहीं किया जाता,

कोई निश्चय तेल की अनुपलब्धि के बारे में नहीं दिया जाना चाहिए। और जब रूसी विशेषज्ञों की राय यह है कि वहाँ तेल मिलने की संभावना है, तो फिर इसकी छानबीन न करने का कोई माकूल कारण नहीं दीख पड़ता। अतएव मैं पेट्रोलियम के मंत्री जी से अनुरोध करूँगी कि कृष्णा गोदावरी बेसिन में बाकायदा सर्वेक्षण के काम का तुरन्त पूरा पूरा प्रबंध करें।

रूसी विशेषज्ञों के कथन से पता चलता है कि तकनीकी दृष्टि से आंध्र प्रदेश के राहली प्रांत का जियोलाजिकल फार्मेशन तेल के अस्तित्व को सिद्ध करता है। ऐसी दशा में इस इलाके का सर्वे न करने से वहाँ के लोगों के मन में कई गलतफहमियाँ और संदेह उत्पन्न हो रहे हैं। यह समझा जा रहा है कि कृष्णा गोदावरी बेसिन के विकास में सरकार को दिलचस्पी नहीं है और इसीलिए तकनीकी सबूत के बावजूद वह इलाका नजर अंदाज किया जा रहा है। मैं मंत्री महोदय से अनुरोध करना चाहती हूँ कि इस स्थिति में वे आवश्यक कदम उठावें। सर्वे के लिए इस इलाके में कम से कम तीन चार सेसमिक पार्टीज की आवश्यकता है। परन्तु अब तक केवल एक पार्टी को ही वहाँ भेजा गया है। मंत्री महोदय इस बात पर तुरन्त ध्यान दें और कम से कम दो और पार्टियों को वहाँ भेज दें। मुझे मालूम नहीं हो रहा है कि अभी तक ओ० एन० जी० सी० के चेयरमैन का और मिनिस्टर साहब की नजर इस जगह पर क्यों नहीं पड़ी। यह भी मैं मालूम करना चाहूँगी कि रशन सिस्मिक एक्सपेडिशन 1967 ने जो रिपोर्ट सबमिट की उससे मालूम हुआ कि इस कोस्टल रिद्रूप में बहुत ज्यादा अट्रैक्टिव फीचर्स हैं तेल मिलने के और हमारे स्टेट के चीफ मिनिस्टर ने भी इसके बारे में बहुत पत्र लिखे हैं। जवाब बहुत मिसली-डिग आ रहे हैं यह मिसअप्रोहेण्डन है। कैसे यह बतला सकते हैं कि इस जगह में तेल नहीं है, जब कि वहाँ अच्छी तरह सर्वे नहीं किया, ड्रिलिंग नहीं कराया। जब तक पूरा सर्वे नहीं कराया जाता तब तक तेल की उपलब्धि के बारे में कोई निश्चित बत नहीं कही जानी चाहिए और जब रूसी विशेषज्ञ की यह राय है कि यहाँ तेल मिलने की संभावना है तो फिर इसकी छानबीन होनी चाहिए। मैं मंत्री महोदय से अनुरोध करती हूँ कि वहाँ पूरा पूरा सर्वे कराकर सदन को सूचित करें कि परिणाम क्या निकला है। मेरा पूर्ण विश्वास है कि तेल के उत्पादन में आंध्र प्रदेश का साहली प्रांत अत्यंत फलप्रद सिद्ध होगा।

[श्री लक्ष्मीकान्तम्मा]

श्रीर देश को तेल के मामले में आत्मनिर्भर बनाने में सहायक होगा।

श्रीध्र प्रदेश देश का 'धान्यागार' माना जाता है। चावल, ज्वार, तिलहन, मिर्च, गन्ना, दालें आदि सभी चीजों की उपज इस राज्य में होती है। सिचाई के साधनों के बढ़ने से अब रासायनिक खाद और रासायनिक कीटाणुनाशक दवाओं की बड़े पैमाने पर आवश्यकता हो रही है। सारे भारत में इन दवाओं की जो माँग है, अनुमान लगाया गया है कि उसमें से लगभग आधी केवल श्रीध्र प्रदेश में ही है। अतएव आवश्यकताओं को पूरा करने के लिये श्रीध्र प्रदेश में कीटाणु नाशक दवाओं के बनाने का उद्योग शुरू किया जाना चाहिये।

मैं कल श्री जगन्नाथराव से बातचीत कर रही थी। मैगनीज और के बारे में। मैगनीज और का बहुत बड़े पैमाने पर निर्यात होता है। पर इधर देखा गया है कि निर्यात में कमी हो रही है और हम जिस कीमत पर मैगनीज और बेच रहे हैं वह अन्य देशों की अपेक्षा अधिक है। अगर यही हाल रहा तो हम इस निर्यात व्यापार से वंचित हो जायेंगे। हमारे माल की कीमत बढ़ने के कई कारण हैं, और उनमें से मुख्य कारण यह है कि हम पर निर्यात कर लगता है। मैं सरकार से अनुरोध करूँगी कि यह कर वह हटाये और मैगनीज और के निर्यात में जो बाधाएँ हैं उन्हें दूर करें। अन्यथा यह उद्योग बिल्कुल ही बन्द हो जायेगा।

श्रीध्र प्रदेश के हैदराबाद और महबूबनगर इलाकों में क्वार्ट्ज और फेल्स्पार के बड़े निक्षेप मौजूद हैं और इस माल की क्वालिटी के बारे में विदेशी मार्केट में बड़ी प्रशंसा हुई है। क्वार्ट्ज और फेल्स्पार के निर्यात से विदेशी मुद्रा कमाने की बड़ी गुंजाइश है।

इसी प्रकार कर्नूल और कड़प्पा के बैराइट्स के विषय में भी इसी प्रकार की सम्भावनाएँ हैं। परन्तु यह खानें ऐसे इलाकों में हैं जो बन्दरगाहों से बहुत दूर हैं और इस माल को रेल से बन्दरगाहों तक ले जाने का जो व्यय हो रहा है, उसके कारण हम अन्तर्राष्ट्रीय स्पर्धा में नहीं टिक पा रहे हैं। यदि रेलवे के खर्च में क़िफायत की जाय तो हमारा माल विदेशों में बिकेगा और हमें विदेशी मुद्रा मिलने की संभावना बढ़ेगी।

श्रीध्र प्रदेश में रायलसीमा का जो इलाका है वह बहुत पिछड़ा हुआ प्रदेश है। उस प्रदेश में डाइमण्ड्स मिलते हैं। वहाँ पर श्री संजीव रेड्डी के जिले में बज्र करूर का इलाका है। वहाँ पर रामगिरि भी एक जगह है। इन दोनों जगहों में भी एक्सप्लोरेशन हुआ है। पता चला है कि वहाँ सोने की खानें हैं। सुबह मंत्री महोदय ने बतलाया कि वह रायलसीमा को रत्नसीमा बनाने का निश्चय कर चुके हैं। इसके लिये उनको धन्यवाद। वह श्रीध्र प्रदेश की ओर विशेष ध्यान दे रहे हैं। अभी अभी वह कुछ जगहों में खनिज की खोज कराने के लिये वहाँ गये भी थे। मैं चाहती हूँ कि वह इस बारे में जल्द कदम उठाये।

श्री शिकरे (पंजिम): उपाध्यक्ष महोदय, मैं एक छोटे से प्रदेश से आता हूँ, जहाँ पर जो माइनिंग बिजनेस है वह बहुत छोटे तरीके से शुरू हुआ था। वहाँ 1914 में उत्खनन शुरू हुआ। शुरू में वह बैलगाड़ी से ट्रांसपोर्ट होता था और छोटी छोटी किश्तियों से चाहे वह लौह खनिज हो या मैगनीज खनिज हो मामांगोआ बन्दरगाह तक जाता था। अब छोटी गाड़ियों और छोटी किश्तियों का मामला नहीं रहा। अब लौह खनिज या मैगनीज खनिज या दूसरे खनिज का प्रोडक्शन इतना बढ़ गया है कि मैं कहूँगा कि वह एक तरह से जगन्नाथ का रथ बन गया है। आप जानते होंगे कि जगन्नाथ राव की मिनिस्ट्री भी इतनी बड़ी बन गई है कि वह भी जगन्नाथ के रथ की तरह से हो गई है। यह जो जगन्नाथ का रथ है उसको आगे चलाना मिनिस्ट्री का काम है क्योंकि खनिज का जो निर्यात होता है उससे हम बहुत काफ़ी फारेन एक्स्चेन्ज कमाते हैं। लेकिन यह रथ चलाने के काम में हमें भी सरकार को सहयोग देना ज़रूरी है।

मैं गोआ की बात आप के सामने रखना चाहता हूँ। गोआ से कोई साढ़े सात मिलियन टन का निर्यात लौह खनिज और मैगनीज खनिज का होता है जिस से हम को 40 करोड़ रु० का फारेन एक्स्चेन्ज मिलता है। हमको देखना पड़ेगा कि वहाँ जो उत्खनन होता है उसको हमारी मिनिस्ट्री क्या फेसिलिटी देती है उत्खनन, ट्रांसपोर्ट और निर्यात के बारे में। हम देखते हैं कि गोआ में उत्खनन का मामला जैसे पहले पोर्तुगीज जमाने में चलता था वैसे ही आज भी चलता है। गोआ में लौह खनिज का उत्खनन

होता है। उनका एक्स्प्लोरिण्ड्स इस के सम्बन्ध में बहुत काफी है। इसलिये विदेशों से उनका कम्पिटेशन सकसेसफुल हो रहा है। वह अपने एक्स्प्लोरिण्ड्स से उनके साथ कम्पिटेशन करते हैं।

अभी मंत्री महोदय ने कहा कि चाहे छोटी-छोटी माइन्स हों चाहे बड़ी बड़ी माइन्स हों, उन्हें वह लीज देते हैं। लीज का जो कांटेक्ट होता है उसमें कहा गया है कि इतना उत्पादन माइन्स का होना चाहिये। जब माइन ओनर्स उतना उत्पादन नहीं करेंगे तो उनका कांटेक्ट नहीं रहेगा। लेकिन उसमें हमको यह देखना पड़ेगा कि वह तो उत्पादन करना चाहेंगे, लेकिन ऐसी परिस्थिति का निर्माण हो सकता है जिससे उत्पादन मुश्किल हो जाये। अगर गोम्रा के लौह खनिज को ही ले लिया जाये तो जब उसका निर्यात होगा तभी वहाँ के लोगों को मौका मिलेगा ज्यादा उत्पादन करने का। विदेशों के समूचे मार्केट में, जापान में, बेल्जियम में, ब्राजिल से, आस्ट्रेलिया से खनिज जाता है। जब हमारे माइन ओनर्स उन लोगों के साथ कम्पिटेशन नहीं कर सकेंगे तब आप ऐसा नियम कैसे रख सकते हैं कि इतना उत्पादन नहीं होगा तो उनका अधिकार खत्म हो जायेंगा?

मूझे यहाँ पर एक बात कहनी है कि माइन्स के अधिकार के बारे में डिस्जिन लेते समय हमको राज्यों और राज्यों की वर्तमान परिस्थिति पर भी ध्यान देना चाहिये क्योंकि गोम्रा में जो उत्पादन होता है वह केवल निर्यात के लिये होता है, मध्य प्रदेश में जो उत्खनन होता है वह जो हमारे कारखाने हैं इस्यात बनाने के उनके उपयोग में आता है। इस लिये मैं एक सजेशन आप के सामने रखना चाहूँगा कि ऐसी एक सूत्र संचालन समिति कोओर्डिनेशन कमिटी बने जिसमें फारेन ट्रेड मिनिस्ट्री के, ट्रांसपोर्ट और शिपिंग मिनिस्ट्री के, रेलवे के और माइन्स के प्रतिनिधि रहें। जब सब के प्रतिनिधि संचालन समिति में रहें तभी वह निश्चय कर सकेंगे कि क्या क्या सुविधायें दी जानी चाहियें। खनिज के उत्पादन को और वितरण को उदाहरणस्वरूप मैं मैं आप के सामने रखना चाहूँगा कि गोम्रा का बन्दरगाह है मारमगोम्रा। उसके एक्स्पेंशन अथवा विस्तार के लिये 40 करोड़ रु० खर्च होंगे। लेकिन इस बन्दरगाह तक जाने के लिये जो रेलवे है उसकी अगर ब्रांड-गेजिंग न हो या उसको डबललाइन न किया

जाय तो माइन्स में जो उत्पादन होता है उसको बन्दरगाह तक ट्रांसपोर्ट करने में बड़ी दिक्कत आयीगी। इस लिये मैं कहूँगा कि रेलवे के बारे में, ट्रांसपोर्ट और शिपिंग के बारे में, फारेन ट्रेड के बारे में सलाह देने के लिये अगर उनके अधिकारी संचालन समिति में न रहें तो जरूर कठिनाई आ जायेगी।

अब एक ही बात और है जो कि जोम्रा की फर्टिलाइजर प्लांट के बारे में है। जोम्रा की फर्टिलाइजर प्लांट बिड़ला को देने के निर्णय के बारे में यहाँ बहुत कुछ कहा गया है, लेकिन जहाँ तक मेरी जानकारी है उसमें एक अमरीकन कारपोरेशन के 54 प्रतिशत शेयर हैं। वह कम्पनी ऐसी है कि उनके आधे से अधिक शेयर होने पर भी ऐडमिनिस्ट्रेशन का जो काम है वह उसको अपने हाथ में नहीं लेती। उस कारपोरेशन ने बहुत सहयोग देकर अफीका में, रशिया आदि में कई कारखाने शुरू किये हैं।

गोम्रा में जो फर्टिलाइजर प्लांट का लाइसेंस दिया गया है, उसके लिए मैं कृतज्ञता प्रकट करता हूँ। हमने बार-बार यहाँ कहा है कि छोटे से गोम्रा के लिए उसकी इंडस्ट्रियल पोर्टेबिलिटी को ध्यान में रखते हुए कोई पब्लिक अंडरटेकिंग आप दें। लेकिन अभी तक आपने नहीं दिया है। अब आपने एक प्राइवेट अंडरटेकिंग दिया है। हम चाहते तो यह थे कि यह फर्टिलाइजर प्लांट पब्लिक सेक्टर में लगाया जाता, सरकारी क्षेत्र में लगाया जाता और ऐसा अगर किया गया होता तो हमें बहुत ज्यादा खुशी होती। लेकिन प्राइवेट सेक्टर में ही आपने दिया है, इस पर भी हमें संतोष है। अब जब यह मिल गया है तब भी कुछ लोग हैं यहाँ खास तौर पर श्री राम सेवक यादव जैसे जो कहते हैं—हालांकि वह इसको क्लीयर नहीं कर सके हैं—ऐसा नहीं होना चाहिये था। उन्होंने चौगले साहब का उल्लेख किया है। हमारे गोम्रा में कई कैपिटलिस्ट हैं जो वहाँ के बिड़ला बनना चाहते हैं, वहाँ के टाटा बनना चाहते हैं। वे लोग जब बाहर के बिड़ला या टाटा वहाँ जाना चाहते हैं तो उनका विरोध करते हैं और वहाँ के बिड़लाज, वहाँ के टाटाज को अभी हमारे जो यहाँ यंग टर्क्स हैं, उनका सहयोग मिल गया है। लाइसेंस मिलने के बाद गोम्रा के जो बिड़ला हैं उनका सहयोग लेकर यहाँ उस लाइसेंस को क्रिटिसाइज किया जाता है। वहाँ कारखाना लगता है तो उससे गोम्रा के लोगों को काम मिलेगा। मैसूर

[श्री शिकरे]

के भी उस कम्पनी में काफी लोग रहेंगे और वहाँ के लोगों को भी उसमें जावज मिलेंगी लेकिन मेरे जैसे जो लोग हैं उनके सामने तो एक ही प्रश्न है और वह है ज्यादा उत्पादन का, फिर चाहे वह पब्लिक सेक्टर में हो या प्रा वेट सेक्टर में हो। हम यही चाहते हैं कि देश का उत्पादन बढ़े। आपने उत्पादन बढ़ाने के लिए जो निर्णय लिया है, उसके लिए मैं कृतज्ञता प्रकट करता हूँ।

गोआ में छोटे-छोटे माइन ओनर्ज हैं, छोटी-छोटी उनकी कम्पनियाँ हैं, छोटी-छोटी माइन्ज उनके पास हैं। ये छोटे-छोटे माइन ओनर्ज अपने उत्पादन को बड़े बड़े जो उत्पादक जो एक्सपोर्टर्ज, उनके हाथों बेच देते। अब परिस्थिति बदल गई है। फारिन ट्रेड का महकमा बन गया है और एम. एम. टी. सी. की वहाँ एक ब्रांच खोली गई है। ब्रांच खोलते वक्त यह आश्वासन दिया गया था कि यह जो ब्रांच है यह छोटे-छोटे माइन ओनर्ज से और खरीदेगी। लेकिन परिस्थितियों का इस तरह से निर्माण हो गया है कि वह ब्रांच उनसे माल खरीदती नहीं है। छोटे-छोटे माइन ओनर्ज को अपना माल अभी भी एक्सपोर्टर्ज के हाथों बेचना पड़ता है और वे लोग जो कीमत उनको दे देते हैं उसको ले कर उनको सन्तुष्ट हो जाना पड़ता है। अब जो छोटे-छोटे माइन ओनर्ज हैं वे खत्म से होते जाते हैं। नई परिस्थिति में जो बड़े कंपिटलिस्ट हैं और जिन्होंने बड़ी कम्पनियाँ खोली हैं, जो बड़े माइन ओनर्ज छोटे-छोटे माइन ओनर्ज की माइन्ज में उत्पादन करने लग गए हैं, उनका लाइसेंस जैसे इनको ही मिल गया है। यह गोलमाल का घंघा वहाँ चल रहा है। रायलटी पर वे बड़े माइन ओनर्ज छोटे माइन ओनर्ज की माइन्स ले नहीं सकते, क्यों कि वह गैरकानूनी है, तो वे छोटे-छोटे माइन ओनर्ज अपनी माइन्स में काम नहीं कर सकते हैं। इस लिए बड़ी कम्पनियाँ वहाँ काम करती हैं। वे रायलटी दे नहीं सकती हैं। इन छोटे माइन ओनर्ज को थोड़ा हा मुनाफा दे दिया जाता है। मैं चाहता हूँ कि आप इस बात को भी ध्यान में रखें। कानून को गैरकायदा ले कर उत्खनन का काम मुकादम के नाते से वे बड़े उत्पादक करते हैं। लेकिन सचमुच वे रायलटी पर ही व्यवहार करते हैं।

श्री चि० गौतम (बालाघाट) : उपाध्यक्ष महोदय, जो मांगें प्रस्तुत की गई हैं, उनका

मैं समर्थन करता हूँ। मैं मंत्री महोदय तथा उनके मंत्रालय को बधाई देता हूँ कि उन्होंने मेटल्स और माइंस के क्षेत्र में जो प्रगति की है वह बहुत ही सराहनीय है। उदाहरण के लिए आप लोहे को ही लें। सभी धातुओं के बारे में मैं बताना नहीं सकता हूँ क्योंकि समय कम है लेकिन मुख्य मुख्य जो बातें हैं वे ही मैं आपके सामने रखना चाहता हूँ। लोहे को आप लें। लोहे की पुरानी माइन्ज तो चल ही रही है परन्तु अभी नई योजनाएँ भी चालू की गई हैं। इन खानों से हमको करोड़ों टन माल मिल रहा है और मिलने वाला है। सात करोड़ टन लोहे का एक कांटेक्ट हुआ है और यह सोदा 1979 तक पूरा होना है। इसकी कीमत साढ़े 4000 मिलियन रुपीज बैठती है। यह बड़ी भारी प्रगति है। इसी तरह से प्रगति हम आगे और भी करते जा रहे हैं। बैलाडीला माइन नम्बर 14 में जो डिपॉजिट्स हैं उसमें से चालीस लाख टन प्रतिवर्ष निकालने की योजना है। वैसे ही डिपॉजिट नम्बर 5, बैलाडीला में चालीस लाख टन प्रतिवर्ष निकालने की योजना है। किरीबुरु से बीस लाख टन सालाना निकालने की योजना है। इस प्रकार से एक करोड़ टन के करीब हर साल आयरन और हम को मिलने वाला है। यह न्यू माइन्ज की बात है। भिलाई से भी काफी मात्रा में लौहा निकल रहा है। इसी तरह की और भी बहुत सी योजनाएँ हैं। दोनी मलाई, कुदरेमुख आदि से भी आयरन आगे निकाला जायेगा। ये सब अच्छी अच्छी योजनाएँ हैं। अगर काम मतोषजनक ढंग से होता रहा तो लोहे का हमारे पास बहुत भारी संग्रह हो जाएगा और काफी बड़ी मात्रा में हम, इसका निर्यात भी कर सकेंगे और फारेन एक्सचेंज भी बहुत सा हम प्राप्त कर सकेंगे।

16 hrs.

आपने आयरन और के लिए एक स्टडी टीम बिठाई थी और उसने रिपोर्ट दी थी। उस टीम ने खास तौर पर जोर इस बात पर दिया था कि क्वालिटी प्रासेस्ड आयरन और की जरूरत आगे ज्यादा होने वाली है और उसको तैयार किया जाना चाहिये। मैं इस ओर आपका ध्यान दिलाता हूँ। जहाँ तक मैंगनीज और का सम्बन्ध है, गोआ में वह सस्ता हो सकता है क्योंकि वहाँ पर ट्रांसपोर्ट चार्ज कम पड़ता है। मध्य प्रदेश

में मेरा जिला वालाघाट है। वहाँ मैंगनीज और का बहुत बड़ा भंडार है। इसके अलावा नागपुर और भंडारा में भी इसके भरपूर भंडार हैं। एक वक्त था बहुत ज्यादा देर नहीं हुई, कुछ ही साल पहले जब मैंगनीज का भाव दो सौ रुपये टन था। लेकिन आज उसका भाव सौ रुपये और 110 रुपये है और इस भाव पर भी इसको कोई पूछता नहीं है। जिस वक्त दो सौ का भाव था और प्राइवेट सेक्टर में बहुत सा काम होता था उस वक्त सरकार को रायल्टी भी मिलती थी, लैंड रेंट भी मिलता था, रेलवे फ्रेट भी मिलता था, एक्सपोर्ट ड्यूटी, इनकम टैक्स, सेलज टैक्स आदि, बहुत सी मदों से लोगों से पैसा मिलता था। लेकिन आज जो यह काम बन्द हो गया है मैंगनीज का, तो यह पैसा नहीं मिल रहा है। एक बड़ी भारी कम्पनी थी, सी पी ए एम ओ नाम से। उस जमाने में यह कम्पनी करोड़ों रुपये सालाना की आमदनी किया करती थी। बाद में इस कम्पनी को गवर्नमेंट ने अपने हाथ में ले लिया और 51 परसेंट शेयर गवर्नमेंट के हो गए और 49 परसेंट इस कम्पनी के। मैंगनीज और इंडिया लिमिटेड नामक कम्पनी का 1962 में निर्माण किया गया। जहाँ करोड़ों रुपये का उत्पादन होता था, आमदनी होती थी, तीन चार साल के बाद से हमारे खयाल से मैंगनीज और इंडिया को नुकसान हो रहा है, घाटे में वह चल रही है।

यह ज़रूर है कि मंत्री महोदय ने 1970 के लिए तीन लाख टन मैंगनीज और निर्यात करने का सौदा करके इस व्यापार को कुछ बढ़ावा दिया है। लेकिन इससे मैंगनीज और इंडिया को ज्यादा फायदा नहीं होगा, क्योंकि उसके पास लाखों टन का भंडार भरा हुआ है। उसके लिए तीन लाख टन तो कुछ भी नहीं है।

पब्लिक सेक्टर की कम्पनीज के लिए बहुत से एरियाज रिजर्व कर के रखे हुए हैं—सिर्फ एरियाज ही नहीं, बल्कि गाँव के गाँव भी वहाँ पर प्राइवेट इंडिविडुअल काम नहीं कर सकता है और उसको माइनिंग लीज नहीं दिया जा सकता है। आज पब्लिक सेक्टर के पास दस, बारह, बीस नई माइनिंग लीजिज हैं, लेकिन वह इनमें कहीं भी काम नहीं कर रहा है। मैंने मंत्री महोदय के ध्यान में यह बात लाई थी कि उसके द्वारा कहीं कोई काम नहीं किया जा रहा है। वह आइन्दा भी काम नहीं कर सकता है। मैंगनीज

और तैयार करने के लिए प्रति-टन 103 रुपये का खर्च होता है। चूंकि उसकी कीमत भी प्रायः उतनी ही है, इसीलिए माइन अोनर्ज को कोई लाभ नहीं होता है।

ऐसी हालत में यह आवश्यक है कि प्राइवेट सेक्टर के जो लोग यह काम करना चाहते हैं, उनको लाइसेंस दिये जायें, क्योंकि वे लोग कुछ बचत से काम करेंगे। प्राइवेट सेक्टर को कुछ थोड़ी सी सहूलियत देनी चाहिए।

जैसा कि मैंने कहा है, मैंगनीज और इंडिया को फायदा नहीं हो रहा है। गवर्नमेंट को मैंगनीज और इंडिया को एक्सपोर्ट ड्यूटी रिफंड कर देनी चाहिए, ताकि उसको काम चलाने में सहूलियत हो।

इसके अलावा रेलवे फ्रेट भी 2 रुपये 60 पैसे प्रति-टन प्रति एक हजार किलोमीटर बढ़ा दिया गया है। फ्रेट रेट तो पहले ही बढ़ा हुआ था। अब उसको फिर बढ़ा दिया गया है। इस वृद्धि को खत्म कर देना चाहिए और रेलवे फ्रेट को और कम करना चाहिए, वरना इस व्यापार में इस तरह पूरा नहीं पड़ सकता है।

मंत्री महोदय से मेरी प्रार्थना है कि वह मैंगनीज और के व्यापार को अच्छी प्रगति दें। वह दे रहे हैं, लेकिन मेरे खयाल से वह काफी नहीं है। इसलिए इसको और ज्यादा बढ़ावा देना चाहिए।

Shrimati Sharda Mukherjee (Ratnagiri) : Mr. Deputy Speaker, Sir, my time is very short ; and without much ado about anything, I will state the things which are most important for my area. I am elected from a very backward area of Maharashtra known as Konkan. This area has been known for producing the brightest intellectuals of the country but alas, there has been hardly any investment in this area since we got independence. Since 1963, an Aluminium Project—known as the Koyana Aluminium Project—has been promised to them. I have gone from one Ministry to another, from Finance to Industry, the Planning Commission, Mines and Metals—all these and then even to the Prime Minister and many Ministers have changed, and now we are in the stage of the third Prime Minister. All I want to ask is this, that the hon. Minister should give me an assurance as to

[**Shrimati Sharda Mukerjee**]

when this Project will come into being. In the last 6 years inflation has come about ; the agreements which we were told were being made have not materialised. New problems have come up ; new groupings of Ministeries have come up ; and also, I may say, new political considerations have come up.

That is why I feel that my hopes are dashed again further. I therefore requested you for this chance to speak.

In this very area known as Konkan, we want to get an aluminium plant. There was, as usual, the question of whether it should be in the private sector or in the public sector ; how much should be the responsibility of the State and the Centre ; whether it was cleared by the Planning Commission and if so, which Ministry should take up the responsibility for it ? The end result was that Shri Birla has got the plant and it has gone to Goa. I wish Goa well. I do not mind who carries that plant. But for God's sake bring something in this area because in the last so many years, there has been nothing—neither a railway line nor a major port, nor a public sector nor a private sector factory. Whatever misunderstandings or mal-adjustments there may be do not make it a political question and do not defer putting up projects because it does not suit you politically. I say here that once I made a speech in Bombay when I said that despite what we say, you would have to get a Prime Minister elected from this area before you could get anything done here. The Konkan region starts sixty miles outside Bombay. It has a population of almost 40 lakhs of people. We have been told time and again that in this area which is sixty miles from Bombay we cannot afford to have any industry simply because it would not be economical. For God's sake don't say that. How can you put any thing there if you will not invest anything ? All the human beings who have potential in them are drawn to the cities because you have provided them nothing here. Therefore I request the Minister that in his reply he makes a statement categorically as to where this aluminium project is going to be located and when it is going to be started ?

First the aluminium project went to Mysore. Then we find that one more went to Madhya Pradesh. Heaven alone knows

where the next one will go. Who makes this decision about the allocation of resources? Who makes the decision about the location of the plant ? Finally, will the people have to resort to extreme measures to get their basic demands and requirements met ?

Then, I come to the next matter which is concerning the manufacture of drugs. Here again, I won't take much time of the House. The two things which stick out a mile are—continuous complaints one gets about the spurious drugs and the exorbitantly high price of drugs in our country. We know that the drug manufacturers are making profits twice as much as a manufacturer of the automobiles, chemicals or steel, oil or any of these things., gets. What is rather surprising is that if in the U. S. A., which is a rich country, drugs are sold at 18 to 20 times the cost of production, those very drugs are sold here at even a higher price. Who is responsible for this ? The government through the S. T. C. has the power to control the imports. It has the power to sanction agreements over foreign investments, foreign contracts etc. All these negotiations and so on and so forth cannot be done without the final sanction of the Government.

Then, questions about payment of royalty, technical know-how and all this sort of thing are cleared and sanctioned by Government. But knowing full well that the drug industry is particularly susceptible to monopoly control, knowing full well that the consumer here has not the normal choice that he has in other matters, something should be done about it. For instance, if I did not have the money, I would not be buying a sari. But if you are a diabetic patient, you have to buy the medicine. Knowing this, the Government has done nothing whatsoever to lessen or release the hold of these international cartels upon the country.

I would like to read out the comparative costs of medicines here and abroad. The first thing I did was to go down to Connaught Place to find out what the current prices were.

Shri Piloo Mody : Very conscientious.

Shrimati Sharda Mukerjee : I am very conscientious. When you have to pay

even more than what an American citizen has to pay in his country, I think it is a bit thick in this country.

First, take the prices of antibiotics. I think 80 per cent of the medicines sold today consist of antibiotics. Tetracycline is sold at Rs.4.00 for 4. What do we find? Tetracycline has had a peculiar history. I came across it in a book. The Military Medical Supply Agency in the U. S. were able to beat down the price of this to something like 1.50 cents per capsule from 30 cents. But we have not been able to do anything—we are selling it at Rs.4.90 for 4. It is the same thing when the S. T. C. is importing these things. The Government imports medicines which we are told are only raw products. In fact, they are in the penultimate stage—they are merely capsuled and packaged here. Tetracycline is not sold under the generic name; it is sold under what is called its brand name and the brand names, whether it is Pfizers, Ciba or Mercks, have their own prices. This is the reason why prices are so high. I ask the Government: if you are importing the penultimate product through the S. T. C., why don't you import under the generic name? Why keep on importing under the brand name?

It is the same thing with serpasil. The generic name of this is reserpine. In America, there is one make which is sold for something like 63 cents for a thousand pills. This is made by Kessen and Robbins—I got this information from the book by Senator Keafauver. Ciba sells the same thing at 39.50. In other words, when it is sold at 63 cents per thousand, it should be something like Rs.4.75 per thousand capsules. But what do we sell at? We sell it at Rs.5.30 for 40 capsules. In other words we would be selling it at Rs. 132.5 per thousand capsules.

In this way, if Government only took precautions to import under generic names instead of under brand names—this is being done even in Britain—and if we have a Committee of Parliament assisted by scientists to see how the pricing of drugs is being managed and lastly, if we improve the working and management of the public sector units so that drugs can be sold at a reasonably low price and private sector in-

dustries are also then compelled to sell them at that price, things might improve.

Finally, why is it that your Patents Bill has taken ten years to go through. In 1957 and in 1962 you brought the Bill, you did not pass it. You had the Ayyangar Report. In the 1962-67 Parliament the Patents Bill was introduced, discussed and referred to the Select Committee, but never passed. In 1967 again you have gone through the same drama. The Select Committee Report is there before us, but will it be passed now? Or, are you being throttled by your international colleagues, all these people whose names one hears about? Because this applies even to your public sector factories. You paid a large amount of money to Mercks for Hindustan Antibiotics' Pennicyline Process. What are you paying in your Rishikesh factory? So, how is it any different as far as the consumer is concerned whether a product is manufactured in the private sector or the public sector? It makes no difference at all. Will the Government at least now after ten years pass this Patents Bill?

Mr. Deputy Speaker: Shri B. N. Shastri. Five minutes.

Shri Biswanarayan Shastri (Lakhimpur): Whenever I rise to speak, I am given to understand that I should not go beyond the five gross elements propounded in the Indian philosophy. Therefore, I shall try to finish within five minutes.

There are at present ten refineries, of which four are public sector refineries, and one of them is located in Assam. The capacity of that refinery is 0.75 million tonnes. The first refinery was established in Assam in the private sector some 70 years back. The capacity of that refinery is 0.50 million tonnes. Since independence other refineries have been established and the capacity of these refineries have been one, two or even three million tonnes, but the refinery of Gauhati has at present a capacity of only 0.75 million tonnes. During the period of 70 years "progress is limited to 0.25 million tonnes. The Report says that the Gujarat Refinery's production exceeded its design capacity of 3 million tonnes. The actual production is 3.6 million tonnes. The Gauhati Refinery's

[Shri Bishwanarayan Shastri]

production has remained as per its design capacity at only 0.75 million tonnes. What is the reason? Is there dearth of crude oil, or is there any decision on the part of the Government not to expand the capacity of that refinery? We know that previously it was provided for the expansion of its capacity to 1.25 million tonnes. Then, it was reduced to 1.1 million tonnes. Even that has not been done up till now.

Secondly, the O. N. G. C., whose Eastern Headquarters is located in Assam, has specialised in making wasteful expenditure. I give you some instances. The O. N. G. C. has purchased land and buildings from the Assam Tea Company in Mazira at a cost of Rs.24 lakhs, but in 1965 when the O. N. G. C. had a different Chairman, he had refused to purchase it even for Rs.15 lakhs as it was a "distress sale." I can give you the different dates also, but the time at my disposal will not permit me to do so.

What is the mystery behind it? After taking over the chairmanship of the O. N. G. C., Mr. Johnson of Dandakarany started negotiation and reminded the Assam Tea Company that when they made the evaluation they had forgotten to include such things as bamboo groves, ten buildings, six acres of land, etc. The Assam Tea Company which has been functioning and carrying on business for the last 100 years did not know, and did not include what was their own property and it was left to Mr. Johnson to remind them and say: you forgot to include the value of these things and if you did so the price will go up to Rs.24 lakhs or so.

Shri Nambiar (Tiruchirappalli) : The Chairman wanted to pay a little more.

Shri Bishwanarayan Shastri : I cannot say with any authority—I know from a reliable source—that there is a clause in the deed of agreement that Rs.10 lakhs should be remitted in Indian currency to England. I do not know why such a clause is inserted in the deed of agreement. Again in the deed of agreement, the area of the land is recorded as 183.23 acres. But when the actual measurement was conducted by a joint survey, the Assam Tea company and the O. N. G. C. Executive Engineer, it was actually 182.01 acres. The value of the difference in terms of rupees was

Rs.10,650, which is a loss to the O. N. G. C., Again 4.93 acres of land were sold out long ago by the Assam Tea Company—and that was not taken into account. Nor were 23.14 acres of land leased out by the Assam Tea Company long before taken into account for which the O. N. G. C. received a paltry sum of Rs. 2,000 or so per year. All these are to be looked into. I allege that the general manager of the Eastern region O. N. G. C. and the Chairman of the O. N. G. C. are involved in this deal and the Minister should be prompt enough to order a probe into this deal.

There is also some anomaly in acquiring land from Lakua tea company. The O. N. G. C. has acquired land from them on payment of compensation at the rate of Rs.11 per tea bush between 5-50 years, and Rs.5 between 3 and 5 years. But previously the O. N. G. C. agreed to pay compensation at the rate at which it was paid by the North-eastern Frontier Railway when the railway acquired tea garden land from different tea companies for constructing their lines and the rate was Rs. 3.96 per tea bush of small size and Rs.6.906 per bigger tea bush on acre basis, Again the S. D. O. (Civil) Sibsagar recommended under the land acquisition and compensation procedure to give Rs. 6 per big tea bush, Rs.5 per middle tea bush, Rs.2 per small tea bush and Rs.0.25 if it is a nursery. Against this recommendation, the general manager—I know he has now retired—entered into private negotiations with the management of the Lakua tea company and paid an amount which according to rough estimates exceeded the actual value by Rs.15 lakhs. There were 2,528 shade trees and they have timber value and they were sold but, I suspect, the amount was not credited or accounted for in the O. N. G. C. account. The number of tea bushes is 2,17,512 and if you take 25 paise per bush, the amount will exceed Rs.50,000. That amount is also not credited or accounted for, so far as I know. Therefore, I would like to request the Minister to order a probe into these two deals: that is, acquiring the land from Lakua Tea Garden, and purchasing the property from the Assam Tea Co.

The Chairman of the Oil and Natural Gas Commission is not hesitant to speak a blatant lie and to mislead the Members of Parliament. I come to understand, and

I know it personally ; but I cannot say with authority because I am not a member of that Committee, the Public undertaking Committee . When the Chairman Johnson was deposing before the Public Undertakings Committee, at that time, when a question was put to him whether jeeps were stolen from the headquarters of the Oil and Natural Gas Commission, at first he denied it. When an hon. Member persistently put the question, he said that one jeep perhaps might have been stolen. When another Member pointed out that it was published in the Assamese press that two jeeps were stolen, he tauntingly remarked that in Assamese press, if one was multiplied by two, it would be two, and if it was multiplied by four, it would be four. When I put a question in Parliament on this subject on 2nd March, 1970, the Minister was pleased to inform me as follows : Shri D. R. Chavan said :

"Yes; one jeep was stolen from the Transport Yard, Sibsagar, when it was sent for servicing on 9th October, 1966. The other jeep was stolen after it was driven out of the Central Workshop, Sibsagar, on 27th January, 1969."

When the Chairman deposed before the Committee, he categorically stated that one jeep was stolen. I do not know whether the Chairman runs the risk of committing breach of privilege of this House. That matter should also be looked into.

With these words, I conclude my speech, and I support the Demands for Grants of the Ministry of Petroleum and Chemicals and Mines and Metals.

Shri G. Venkataswamy rose :

श्री मु० ब्र० शां (कासगंज) : उपाध्यक्ष महोदय, यह बहुत इम्पटिन्ट मामला है—हैदराबाद में सिविलिक ड्रज में 38 दिनों से हड़ताल चल रही है...(व्यवधान)...

श्री बंकरतस्थानी (सिद्दिपेट) : मुझे थोड़ा सा मौका दीजिये ।(व्यवधान)....

We are Members of Parliament. I am the President of that union. There is a strike since the past 38 days. (Interruption).

Mr. Deputy-Speaker : I cannot go on in this way. If you speak without my permission ; you cannot conduct the business. I do not know whether your name is here or not. (Interruption) You spoke yesterday. Then, you want to speak for a second time ?

Shri G. Venkataswamy : I am not speaking. I want to reply.

Shri Randhir Singh (Rohtak) : He wants a reply. (Interruption).

Mr. Deputy-Speaker : Mr. Randhir Singh, kindly co-operate with me in running the House. I would appeal to you to co-operate in running the House. Let the Minister first reply, and then we shall see about it.

Shri Randhir Singh : There is a strike.

Mr. Deputy-Speaker : I request the Members to kindly sit down. Let the Minister first reply.

The Minister of Petroleum and Chemicals and Mines and Metals (Dr. Triguna Sen) : Mr. Deputy-Speaker, Sir, I have listened with rapt attention, to the speeches made by hon. Members, and I am grateful to them for their constructive criticisms and suggestions regarding the activities of this Ministry. Yes, it is but natural for the hon. Members who represent different constituencies and regions, to highlight their dissatisfaction at the slow progress or no progress in the implementation of various projects in their respective regions. I appreciate their criticisms. But fortunately or unfortunately for me, I was born not in a home but in a post-office in far-off Assam : studied in Calcutta ; but was exsterned from Bengal for seven long years and I worked in Calcutta and then in Banaras and, as you know, it was an accident that I am now in Delhi. I was returned to Parliament from Tripura. I have, therefore, no home nor a piece of land anywhere to build one. My earnest endeavour all my life therefore had always been to build homes in the minds of everyone in every part of the country through my honest and sincere work and service without any consideration of favour or fear, regionalism, parochialism or even politics. Mr. Manubhai wanted to prove that I am subjected to

[Dr. Triguna Sen]

pressure from high-ups in regard to the appointment of Mr. X as Chairman of a public sector project. When I told him the facts, he admitted that he was misinformed. The ball, Sir, now is in his party's court. May I now expect a certificate from him that I have proved my *bona fide*? (Interruptions).

My two colleagues have already dealt with most of the points raised by the hon. members during discussion. I would therefore confine myself to a few issues on which there were strong criticisms during the debate.

Mr. Virendrakumar Shah complained that there was delay and indecision in oil exploration. For the information of the House, I want to say that the Oil and Natural Gas Commission carried out marine seismic survey of the entire Continental Shelf of India during 1964-66 and with Soviet assistance located several structures in the Gulf of Cambay, the Coromandel Coast, the Andaman and Nicobar Islands, the Andhra Coast and the Bay of Bengal.

In 1967 the Tenneco Oil Co. of U. S. A. offered collaboration on certain terms of partnership. Another firm, Zepta Offshore Co. of Houston submitted a proposal to drill on contract in the area which is called 'Bombay High'. A Japanese Consortium led by Mitsibushi Heavy Industries of Japan made a proposal to supply a semi-submersible type of platform for performing drilling services. Proposals for collaboration were also received from Messrs Offshore Company of Houston and a German firm called Borimin during 1967-68. Government were considering these reports but could not come to any decision.

Hon. members will agree that since we will have to carry on exploration in all the areas as indicated in the entire Continental Shelf, it would be better for the larger interest of the country if we could possess suitable equipments for offshore drilling and exploration, of course with foreign expert assistance, rather than to give contract or share the precious oil for each of the operations offered by the above concerns.

With this objective in view, in the course of the last few months only we took the following decisions :

(1) To start immediately designing and fabricating platforms to explore the shallow water structures in the Gulf of Cambay with our engineers and technicians. This, as hon. members are aware, has started according to schedule. Sir, it is known that the structure in the shallow waters is not a big one, but to create confidence in the minds of our engineers and scientists that given the responsibility, which we denied them so long, they can take up the challenge, we preferred to entrust to our young engineers the job of designing and fabricating the platforms and to go ahead with the exploration. I wish hon. Members would find time to visit the place and see with what enthusiasm and commitment our young technologists and scientists are doing the job. In them, Sir, you will find our future hopes.

(ii) To appoint a Consultancy Firm of repute to study the conditions of the High Seas which are worse than those in the North Sea and advise suitable equipments for exploration. A few months back a British firm of consultants was appointed, it submitted its report and the government has accepted those recommendations.

(iii) To locate our engineers and technicians engaged in off shore drilling in different parts of the world and to recruit them on suitable remuneration according to their qualifications and enough to attract them back to their country.

(iv) To arrange financial credit to fabricate the required equipment. The Mitsibushi Group who joined hands with the U. S. Offshore Company of Houston have submitted a tender for the construction of a self-propelled Jack-up. Similarly, another Japanese Group, Marubeni Lida, have submitted a tender in collaboration with Field International Corporation of U. S. A. A French Group led by I. F. P. have also indicated their desire to associate themselves in fabricating a suitable platform for the purpose. All these proposals are under consideration and we expect that Government will come to a decision within a couple of months and we will take up the drilling as an 'assisted-owner operation'. I hope hon. Members will not accuse us of indecision.

Many hon. Members criticised the functioning of O. and N. G. C. We acquainted

ourselves with the working of the O. and N. G. C. and found that it had attained considerable technical maturity and organisational strength and was doing good work. But it needed to be strengthened technologically in some spheres of its work and we have been taking action towards this end. In particular we are aiming at invigorating the training programme for the middle level technicians. Apart from becoming better technicians they should also become better managers. All this has become more necessary because O. and N. G. C. are now going in for exploration in more promising areas, but also known to be more difficult areas, particularly off-shore drilling and also drilling in Tripura, Jammu and parts of Indo-Gangetic plains.

We have examined in depth the causes for failure of Bodra well, which was drilled on the advice of the Russian experts. We took a second opinion of Soviet experts. It became clear that the O. and N. G. C. need more sophisticated equipments. We have since placed orders for them. I can assure the House that O. and N. G. C. is soon going to be better prepared to recommence drilling in that area of West Bengal with better chances of success.

Shri Ganesh Ghosh and Shri Kalita talked about nationalisation of private oil companies. In refining we have already achieved self-sufficiency. Except for a little import of kerosene oil and furnace oil we are self-sufficient in all other oil products. In fact, we have been exporting some oil products. We exported about Rs.11 crores worth in 1969 and we expect to become self-sufficient in kerosene next year.

As you know, there will be addition to the refining capacity in Assam, The Koyali refinery will be expanded. The Cochin refinery is being expanded. A new refinery is coming up at Haldia. Madras refinery has gone into production and is performing very well.

A significant development has been going into production of the lubricating plant of Lube India and I. O. C. This is going to make us almost self-sufficient in lubricant-based stocks which will save us several crores of rupees worth of foreign exchange every year.

The three major foreign oil companies were created in the 50s of the century and have thus depreciated considerably. There appears to be no justification, economic or otherwise, to nationalise these old refineries, particularly in view of the fact that the public sector can avail of the new technology in its new plants. In any case, one of the principal objectives of nationalising private oil refineries is to obtain the imported crude oil at the most competitive prices in relation to world market rates. As hon. Members of the House are aware, this has already been achieved. From this point of view also the nationalisation of these refineries does not appear necessary.

The three international oil companies have been in the oil distribution business for several decades. The I. O. C. came into the field in 1960. By 1968 the I. O. C. had captured 14 per cent of the market. Last year it went up to 44 per cent. We expect during this year it will capture 50 per cent of the market. The suggestion that the assets of the private oil companies should be taken over by the Government would result in large sums of money being paid as compensation and would have to be allowed to be repatriated.

Another aspect that would have to be faced in the event of the private companies being nationalised is the procurement of crude for running the refineries after nationalisation. It will be prudent to induct an Indian agency into the market first to import the requisite quality and quantity of crude required for the refineries. The hon. House will be glad to hear that we have already done so.

An Hon. Member : How ?

Mr. Triguna Sen : We are already in the market to purchase crude.

Shri Dhireswar Kalita : What quantity ?

Dr. Triguna Sen : We are now considering the adoption of some technological devices by which we can conserve the crude throughout in our refineries and still meet our product requirements. In this matter we must get the co-operation of the private companies also.

श्री राम सेवक यादव : अब तीनों विदेशी कम्पनियों के राष्ट्रीकरण का प्रश्न समाप्त हो गया न ?

Dr. Triguna Sen : We must also ask for their full and genuine co-operation with Government in adopting product patterns in their refineries best suited to our requirements and involving the least cost of foreign exchange to us. I have to say with regret that the oil companies have not always followed this course. They have looked only to their profitability and not to our interest as well. Placed as we are, I have to say that we cannot tolerate the continuance of this situation any longer and I am considering the steps that I should take. For reasons which hon. Members can well understand I do not like to go into more details of this matter at present.

Shri Kalita and others referred to refinery agreements. At the time we entered into refinery agreements with the private oil companies in the early 50s, we had practically no crude oil in the country and we were not in the know of the technique of the oil industry. The private oil companies have indeed done a great job to help develop the industry in India. I acknowledge their contribution. I know, the agreements were not between two governments ; strangely enough, they were between our Government and the private companies. They are outdated, antinational. I would like to respect still the refinery agreement but this situation has changed. We have also attained a dominant position in exploration, refining and marketing. I have no doubt in my mind that the private oil companies are eager to carry on their business and even participate in the future development of the oil industry in the country. It is time the oil companies fully co-operate with us to revise the agreements on terms fair to both sides and to mutual advantage in the further growth of the oil industry in India. They should now realise that in the altered circumstances of today, their participation in India's growth has to be on different conditions than in the past. Revision will have to be in the national interest and in conformity with our policy objective. I see no point, therefore, for nationalising the private oil companies only for nationalisation's sake.

Coming to drugs and pharmaceuticals, Sarvashri Patel, Barua, Virendra Shah, and Kothari—everybody—spoke against the working of I. D. P. L. I realise the anger and displeasure of hon. Members regarding the working of I. D. P. L. After having invested crores of rupees, I. D. P. L. has incurred a loss of Rs.232.54 lakhs in 1967-68 and, as you have heard from my colleague, it went up to Rs.891.10 lakhs in 1968-69.

Shri S. Kundu : What is the total loss so far ?

Dr. Triguna Sen : Being in charge of this Ministry, I am more unhappy than the hon. Members with this colossal loss in drugs industry.

When I visited the factory at Rishikesh last year, the problems appeared to me to be frustrating and baffling. I was dismayed to find our bright, excellent, scientists and engineers completely demoralised. They were even afraid to open their minds to me. I studied the problems.

These collaboration arrangements were concluded by U. S. S. R. in 1959, having regard to all the relevant considerations, technicals, economic, patent restrictions, scope for future development, etc. While it was known that the Russian technology in the field of antibiotics was then not the best, it was rightly felt by the Government then that the balance of advantage lay in accepting it. It was thought that the basic technological facilities with the Russian aid could be developed further by Indian scientists and technologists without any restrictions. The decision was taken after detailed discussions and examination in 1959.

You will be glad to know that the expectations that the basic technological facilities provided by the Russians would be developed by our scientists and technologists have been largely fulfilled. To give a few instances, in the Synthetic Drugs Plant, the quality of Phenacetin originally conformed to Russian pharmacopoeial specifications only, but not upto the Indian standards. Our scientists made necessary improvements and got the material upto Indian pharmacopoeial standards. Import substitution has also been effected in many

items of production solely by our technologists. In Vitamin B-1 process, imported Bromine has been replaced by chlorine ; in the production of Vitamin B-2 imported Potassium Hydroxide has been replaced by indigenous sodium carbonate in the production of Sodium Sulphacyl, Pyridine has been replaced by indigenous acetic acid and so on.

The Family planning instruments in the Surgical Instruments Plant have been entirely devised by the Indian technologists. They are also devising entirely new sets of surgical instruments based on the recommendations of the Surgeon's Committee. The total sales during 1969-70 were of the order of Rs.511 lakhs as compared to only Rs.105 lakhs in 1968-69.

Shri Manubhai Patel (Dabhoi) : They are producing only cutlery and spoons . . .

Dr. Triguna Sen : Please go and see what they are doing.

Shri Manubhai Patel : This is in the Report. They are producing only consumer goods. It is not a question of going and seeing there. It is given in the Report itself.

Dr. Triguna Sen : Then, in the Synthetic Drugs Plant alone, the sales have gone upto Rs.346 lakhs as compared to Rs.65 lakhs during the earlier year.

The things are now looking up. The hon. Members will agree with me when I say that it always pays if our young scientists and technologists are increasingly associated in the challenging tasks with responsibilities. With the encouraging results we have achieved during the last few months, it is my hope, thanks to our scientists and technologists, that we would be able to achieve break-even position in about two years. The honourable House will, surely, not support the thesis of Mr. Patel to close down the plants after having invested so many crores of rupees with a noble purpose.

Shri Manubhai Patel : They are producing only cutlery and spoons. If they are not producing any surgical instruments, then you better close them down. That was my suggestion.

Dr. Triguna Sen : Then, Shri G. Viswanathan talked about drug prices. I am surprised that Mrs. Sharda Mukerjee also spoke and she wondered why the Government allowed the drug monopolists to make so much profit. I was wondering myself why she was sleeping all these years.

I wish to mention the efforts we have been making to bring down the prices of drugs and pharmaceuticals to reasonable levels for the benefit of the consumer. We have found this to be a very complicated subject. The help given by my colleague, the Minister for Health, has been very valuable. In the drug industry many interests are involved and their points of view have not all been in harmony with one another. There are 118 large and medium-scale units and 2131 units in the small-scale sector. All these units are not alike. We have had a series of discussions with the representatives of the various sectors of the industry and we have been happy to find their willingness to co-operate. They have now come forward with a scheme whereby the prices will be reduced by 22 to 25 per cent. I am sorry they have missed the bus. They took too much time to come to a decision. As I said, we have had a series of discussions . . .

Shri Rabi Ray (Puri) : Give them an ultimatum.

Mr. Triguna Sen : We have had a series of discussions with the representatives of the industry. As we see it, our objective has to be to secure necessary relief to the consumer without affecting the development of the industry in a reasonable manner. We have also to safeguard the legitimate interests of the small scale manufacturers and the indigenous producers. This is also a field in which we must aim at self-sufficiency. We have now reached a stage in our consideration of this question of drug prices, to make us hope that a decision would be taken by the Government within a few days. (*Interruptions*).

Sir, one hears a lot of talk these days about Indianisation.

Shri Piloo Mody : We have not understood what he has to say about reduction in drug prices by about 20—25 per cent. What is the Government's decision ?

Dr. Triguna Sen : Government's decision will be announced within a few days.

Sir, one hears a lot of talk these days about Indianisation.

Shri Tenneti Viswanatham (Visakhapatnam) : Before you go to the next point, will you please refer to the 38 days strike in Hyderabad Synthetic Drugs Plant ?

Dr. Triguna Sen : I will come to it.

Sir, I have the highest regard and respect for my friends in the Jana Sangh for their sense of patriotism. Just by converting Muslims and Christians, we do not Indianise them. One can see un-Indian Indians in every community. Sir, the first casualty of Independence to my mind is patriotism. Most of us do not love the country. We love only ourselves. Even in this House, some of us think that everything that is American is good; to some everything that is Russian is better than ours. As far as my Ministry is concerned, in all spheres of activities, we are working in collaboration with the World Bank, U. S. A., U. K., France, West Germany, Italy, Canada and Japan.

Shri Nambiar (Tiruchirpalli) : Whole world ?

Dr. Triguna Sen : Also with Russia, Czechoslovakia, Yugoslavia, Rumania and Poland. All the countries who understand our attitudes and our aspirations to develop our country are our friends. My Ministry does not, therefore, as suggested by my hon. friends, suffer from any inhibition regarding the political faith of any particular country. No power can pressurise us.

Shri Nambiar : Very good.

श्री रवि राय : अच्छा है, यह काम न किया जाये।

श्री राम सेवक यादव : माननीय मंत्री महोदय ने 'भी' शब्द का इस्तेमाल किया है। यह वह अपने लिये कर रहे हैं या अपने विभाग के लिये कह रहे हैं।

Dr. Triguna Sen : Almost all hon. Members spoke about fertilisers. Sir, when we

took over this Ministry, we found that during 1950-51 to 1968-69 we imported fertilisers to the tune of Rs.723.71 crores plus foodgrains worth over Rs.3,000 crores. It had also been estimated by the Planning Commission that we would have to set aside, nearly Rs.1,043 crores for the import of fertilisers from 1969-70 to 1973-74 on the assumption that we reach our rated capacity.

Normally it takes about two to three years for a fertilizer plant to be in commission after the start of the construction work. We found ourselves that only one new Fertilizer Plant, namely, that in Barauni was sanctioned during 1967. We have therefore lost precious 6 years to be able to see any new unit to be on stream. Studying all these things, Sir, I felt, the only way left to me was to add to my Sunday Prayer—

"God, we do not mind if there was drought in our country ; but I pray, Lord, give more, rains in America, so that we could import foodgrains and fertilizers."

17.00 hrs.

Shri Nambiar : It is a very sorrowful picture.

Dr. Triguna Sen : Only last year the representative of the World Bank met me. He told me that the World Bank and the I. M. F. do not assist any country for the development of oil exploration and fertilizers in their State sector as a policy. But the Bank was willing, for the first time, to change the policy and assist India in establishing two plants in the State sector. Sir, I accepted the offer ; and along with that, requested him also to assist us with a team of experts to work with our technologists to de-bottleneck our existing fertilizer units to attain rated capacity and to optimise production in the plants for which concern has rightly been expressed by hon. Members—particularly, Mr. Kothari.

The World Bank team which visited the Fertilizer plants have suggested certain measures and we have accepted them and I hope in the course of a year or so we would be able to see that our existing plants run to the maximum rated capacity.

Sir, I confess, I have no good record to place before the House of actual progress of fertilizer programmes till now. We have approved 7 projects in the Public sector, at a cost of Rs.384 crores with a foreign exchange component of Rs.159 crores. But I regret to say that we have not been able to secure or tie-up the foreign exchange requirements, excepting only one. The single most important impediment has been the non-availability of foreign exchange.

Shri Ranga : Change the Government. . .

Dr. Triguna Sen : One of the Finance Ministers also has changed this side.

Sir, in the Third Five Year Plan about 10 projects were approved and licensed in the private sector as Mangalore, Mirzapore, Vizag Expansion, Occidental, Kalinga Tubes, Tuticorin, D. M. C. C., Goa etc. Only one small project materialised in the Third Five Year Plan. The foreign exchange investment was not forthcoming. For encouraging foreign investment in the country the Government of India liberalised the Fertilizer policy in 1965. Number one, majority-share-holding by foreign investors was permitted. I request Mr. Yadav to note this. And, number two, freedom to fix any price and distribute fertilizers was given ; and number three, rupee finance to worthwhile projects was ensured. *

Sir, I find that the then Minister made a statement on 31st March, 1967 on the floor this House explaining the policy and the decision of the Government to promote and develop the fertilizer industry.

I also find that the Estimates Committee of 1967-68 in its 49th Report took note of the decision of the Government to permit majority participation of foreign investors and were glad about it.

The basic idea was to have more fertilizer plants in the country with a view to reducing our annual import bills on fertilisers and foodgrains. Fertiliser was and is a Schedule 'B' Industry.

It was in this context that clearance had been given to the Goa Fertiliser project. The Letter of Intent for this project was

given sometime in 1964. Later, it was converted into an Industrial Licence, in 1966. What has been done by the Government now is that the promoters of this Project have been given a green signal to go ahead with the construction of the project. We took note of the Dutt Committee's view and wanted to nominate two Directors from the Government side on the Board of Directors of this Plant which they agreed. We also got incorporated some changes in the technical features of this project.

The Project is expected to be completed within 27 months and production ought to start on a sustained basis in another three to five months. Thus in 32 months from now, the Plant would be in production and would enable savings of fertiliser imports worth Rs. 20 crores per year.

श्री राम सेवक यादव : जो कारखाना टाटा बनाने जा रहे हैं, क्या वह इससे बड़ा है या छोटा और उसका प्राइवकेशन कितना होगा ?

श्री रवि राय : गोमा प्लांट में बिड़ला का इन्वेस्टमेंट कितना है ?

Dr. Triguna Sen : Some Members talked about the indecision of the Government regarding Tata Fertiliser Project. I find from records that the Tatas did submit a comprehensive scheme for a fertiliser plant in Mithapur in 1967 but the Government could not come to a decision. I myself went to Mithapur, discussed with the engineers and technologists there and I also met Shri J. R. D. Tata and requested him that since they had made enough money in business they must now invest money for social objective and agree to make a scheme for a Fertilizer Plant costing Rs. 55 to 60 crores and dedicate it to the nation. Mr. Tata was in the beginning surprised at my request as it came from a Minister. He addressed the shareholders and convinced them of the worthiness of my suggestion. The Tatas have since submitted a scheme for a Fertilizer Plant only on 28th January this year which we are considering.

Shri Piloo Mody : When did you meet Shri Tata ?

Dr. Triguna Sen : I do not have the date.

Shri Piloo Mody : He goes on misleading this House.

Dr. Triguna Sen : You can ask Shri Tata.

Shri Piloo Mody : I have nothing to do with Shri Tata (*Interruption*).

Mr. Deputy Speaker : Order, order.

Shri Piloo Mody : He said that a few months back he made a request to Shri Tata. Now he says that the fertiliser scheme has just been received from him which is under consideration. What has happened to the original scheme ? This scheme has nothing to do with the original scheme. How can he take out the scheme and give that to you everytime you ask for it ? Is it in his drawer ?

Dr. Triguna Sen : I am aware of the resentment of hon. Members (*Interruption*) against the monopolists, but my humble view is that we should not paint all the industrialist-monopolists with the same brush. Some of them have availed of the facilities given by the Government to develop their industries with good and efficient management and with even social objectives. I concede that there are a few who stooped too low and indulged in corrupt practices but may I ask, Sir, is government after all so helpless to curb these tendencies and punish those who resort to such unhealthy practices ?

Sir, if we could bring round the big oil cartels of the world to carry on their activities to our interest, could we not sanguinely hope that our own industrialists sensing the mood of the nation adopt measures that would benefit the people ? Sir, the choice before us is simple : to beg and import fertilisers from abroad or to build plants in India which can always be controlled by the people of the country. Surely a patriot like Shri Yadav who wanted to disapprove of our action did not wish to reduce ourselves to a nation of helpless beggars.

He talked about the employment of the depressed classes. It was also referred to in the Consultative Committee. We have written to all the public sector undertakings under me to recruit to posts carrying a salary

of Rs.500 and below local people in preference to others, and amongst the local, people a further preference should be given to oustees, scheduled castes and scheduled tribes. Recruitment to the class III and class IV categories should be made through the local employment exchange and only if no suitable persons were forthcoming from the local employment exchange should the posts be advertised in local papers after the lapse of one month from date of recruitment through the employment exchange. The selection committee for recruitment to the above posts should include a nominee of the State Government. If that nominee cannot check, I cannot check from Delhi. They were requested to comply with the above instructions strictly.

Lastly, I know personally the agony, suffering and frustration.....

श्री राम सेवक यादव : अभी-अभी मंत्री महोदय ने कहा है कि हरिजनों की नौकरी के लिये उन्होंने सुकलर भेजा है। मैं जानना चाहता हूँ कि कितनों को नौकरी मिली—कन्क्रीट टर्मज में बताइये। दूसरा प्रश्न—एजेन्सी के बारे में उठाया था, उसके बारे में भी बताइये।

Dr. Triguna Sen : I am coming to the agency. I know personally the agony, suffering and frustration of educated young men. I am not ashamed to state that after my education I had to pass days without a morsel of food. I too worked as a porter, as an insurance agent, as a hawker and as a taxi driver to earn my bread. I understand why the young men of today have lost all faith in us. I realise why they are angry with us, the selfish, corrupt elders.

When I took charge of this Ministry, I found that hitherto all these years the practice was to, to make the fat men fatter. All agencies to sell petroleum products were given only to those who had enough bank balance to show. I know I have created many enemies both inside and outside this House, but I am determined to stop this practice.

You will be glad to hear that I. O. C. has taken a policy decision to give distributorship of their products only to unemployed graduates of the locality and the nationalised banks have agreed to assist

them with working capital. It is expected that about 4,000 unemployed graduates annually will be absorbed under this programme.

We have heard about this scandal of fertiliser distribution in Andhra Pradesh yesterday here. The Fertiliser Corporation of India has taken a policy decision to train unemployed science and agriculture graduates with a stipend of Rs. 300 so that they can live with the farmers in villages and advise them on the testing of soils and use of various fertilisers, and at the same time earn their livelihood by distributorship of fertiliser. In this process, we expect to be able to get rid of the middlemen who are now controlling the market. The Industries Ministers of the States have also agreed that in respect of giving leases for mines, they will henceforward grant licences to unemployed mining engineers.

We have also taken a policy decision that there will be a large number of small industries in petroleum products under my Ministry. You will be glad to know that apart from the availability of High Speed Diesel oil and lubricants from the retail outlets set up at the National and State Highways and on other roads, the Indian Oil Corporation has taken the initiative in installing for the first time outlets for the sale of light diesel oil in rural areas. This oil is primarily used for lift irrigation and also for operating low speed motors used for agricultural operations. In the last one year, the I. O. C., has put up 265 such outlets. Their number is being progressively increased. At key locations the service of a mechanic is also being provided to attend to minor repairs to tractors, pumps and other machines and implements used by the farmers. A number of retail outlets have also been developed in the rural areas specifically to dispense high speed diesel oil and lubricating oils to the farmers. Special service stations are being progressively opened in rural areas to serve as service centres for the farmers. Apart from dispensing fuels and lubricating oils, these centres will undertake the maintenance and repairs of farm machinery.

In all our activities—whether in exploration, refining, distribution or any other

sphere—our basic endeavour has been to inculcate in the minds of our men a spirit of Indianness that while serving themselves they serve the cause of the entire nation. I hope the Members of all parties will support our approach. I am grateful to our Leader for the fullest understanding and cooperation extended to us in this regard.

Several charges have been made by hon. Members against many officers serving the public undertakings. The charges, if true, are indeed very serious and disturbing. But, Sir, it is not fair to name the officers when they are not allowed to be present here to defend themselves.

Mr. Ghosh, Mr. Yadav and Mr. Shastri referred to corruption in the purchase of Tea Estates by O. N. G. C., and Mr. Ghosh handed over certain documents to me. He has also mentioned them here. I assured him that I would personally look into the papers and take necessary steps. I have since examined the papers and I feel that the purchase deal referred to by Members looks suspicious and merits a probe. I have, therefore, ordered that a reference may be made immediately to the C. B. I. for further enquiry. I can assure the hon. Members that I am here as a Minister not to protect or shield, anyone, however high he may be placed, if he indulges in any corrupt practice. I will personally look into the complaints made and see that steps are taken to root out corruption.

I would like to take this opportunity, however, to express my sincere appreciation and thanks to all the people of my Ministry, from the Secretary to the peon, who have so loyally, devotedly and ungrudgingly contributed their best in the promotion of the various activities of my Ministry. If I have achieved anything, or hope to achieve, I know it is because of their enthusiasm, co-operation and unstinted support.

In all humility I confess that we have not been able to do all that was expected of us by hon. Members of this House. During the last one year that we have been there, we have only identified the problems in various sectors under our vast Ministry, and we have been instrumental in a very small way to start the first off-shore drilling in India, to start the first petrochemical com-

[Dr. Triguna Sen]

plex and to start the first fertiliser plant based on our natural resources, namely coal lying in abundance here, there and everywhere in the country.

With these worlds, I request the House to pass the Demands.

Shrimati Sharda Mukerjee : We do not come here to hear sermons, and he merely read out what his officers have told him. (Interruptions).

Dr. Triguna Sen : I have always a weakness for the fair sex. (Interruptions) Mrs. Mukerjee expressed her resentment that no investment was made during the last six years.

Shrimati Sharda Mukerjee : Since 1947.

Dr. Triguna Sen : Since 1947 for the development of Konkan. She met all the Ministers, Finance Minister, Members of the Planning Commission, Prime Minister, Ministers of State, etc. I am surprised that all of them with whom she worked and who are on her side did not help or do anything. May I tell the madam that though she had not thought of seeing me after 12 ministers she may note down. ...

Shri Ranga : Your telephone number ?

Dr. Triguna Sen : ... about the Koyana aluminium project which will have 50,000 tonnes capacity; the smelter is likely to be commissioned in 1973-74.

Shrimati Sharda Mukerjee : Every time it was like that—two years hence.

Dr. Triguna Sen : I cannot do things by magic wand. From 1946 to 1969 she heard nothing at least now I say that it is likely to be commissioned in 1973-74 and reach full production in 1974.

Shri Tenneti Vishwanatham : There need be no weakness. What about the instrument factory at Visakapatnam ?

Dr. Triguna Sen : She said about the fertiliser plant in Konkan.

Shrimati Sharda Mukerjee : Kolaba district, Konkan area.

Dr. Triguna Sen : Mr. Dharamsay Morarji applied for the licence.

Shrimati Sharda Mukerjee : Give it to anybody (Interruptions)

Dr. Triguna Sen : It was pending for so many years ; I think when my predecessor was here he was considering it. At any rate I do not suffer from indecision and I took a decision to grant him a licence. What were his terms, for Koyana? He wanted collaboration with certain parties in Kuwait and to import liquid ammonia from Kuwait. I agreed even to that because we need fertilisers. Now he has some difficulties with his collaborators in Kuwait and he says it will take time and they have gone back. For the information of the House I may say that I suggested to him that it was a backward area and if he failed in his efforts I shall put it up in the public sector. I wanted him to give me an answer within 15 days. It is not because madam spoke to me ; it is not weakness for the ladies. (Interruptions) but because of weakness for the people of Konkan which is one of the most backward areas that I want to do something. Will you please ask your friend to make up his mind and come to me ? I shall do it. (Interruption)

Shrimati Sharda Mukerjee : I do not have to ask anyone.

Dr. Triguna Sen : People are agitated about the synthetic drugs Plant at Hyderabad. Shri Venkataswamy spoke with fervour and emotion, criticising the management of the I. D. P. L. for not making any efforts when the strike in the synthetic drugs plant in Hyderabad took place. When he spoke, I was not surprised, knowing as I do Shri Venkataswamy's personal involvement in the matter ; he is the President of that Union. But I do wish to assure him and the Members of the House that his view that the management is callous, the Ministers are callous, is not correct. It is misconceived. I have been in close touch with the situation, keeping myself informed about the correct facts about the various aspects. I am most anxious that the strike should end as quickly as possible by an understanding being reached between la-

bour and management. I do not wish to say anything more at this stage.

Sir, I have finished.

Several Hon. Members *rose*.

Mr. Deputy-Speaker : Order, order. I see more than half a dozen Members standing. We have already taken a very long time. I will allow one minute.

Shri Manubhai Patel : I put a very important question about the commitment made on the floor of the House by the Prime Minister about a Water Pollution Act. It has not been replied to. Then, I put a very specific question about the Rishikesh plant : whether he will change the collaboration. He has not replied to it. Then, I referred to the petro-chemical research institute. It has not been replied to. I asked about an enquiry commission for Ankleshwar oil-fields. That has also not been replied to. So many points have not been replied to. My last point is this. I would not have referred to it, but you referred to it on the floor of the House, regarding some private talk about the Chairmanship of the petro-chemical complex. I would not like to bring that controversy here, but it arose because of the complication which was created by a long delay. So, during that complication period, I can understand your reply was satisfactory, but why was this complication created ? It was created because of long delay, from beginning to end, in this matter. So, my three or four questions have remained unreplied. Please reply to them. *(Interruption)* Let him first reply to these questions, so that he does not forget them.

Mr. Deputy-Speaker : I would like to take the sense of the House. If you want to carry on for another one hour, it is absolutely in your hands.

Some Hon. Members : No, no. *(Interruption)*.

Mr. Deputy-Speaker : If you want to develop another new convention that there should be a dialogue between the Members and the Minister, at the end of the debate, for every Demand of each Ministry, then it is for the House to decide. But there should be a limit.

Dr. Triguna Sen : Sir, may I make a humble suggestion ? Tomorrow is a holiday. I will be in my office from 9.30 a.m. If hon. Members come to me with their questions, I can satisfy them.

Shri Manubhai Patel : These are not personal questions. These have arisen out of the Demands for Grants. *(Interruption)*.

Mr. Deputy-Speaker : Order, order. It is obvious that every point cannot be covered. It is very obvious to the Minister —*(Interruption)*—you do not allow me to speak. The minister has offered to give answers to all those points. They are not personal, because he is going to answer in his capacity as minister, the points raised by hon. members in the course of their speeches and which he could not cover in his speech here. I think that should satisfy the hon. members.

Shrimati Lakshmikanthamma : On a point of order, Sir. The minister gave a reply about the strike. *(Interruptions)*. Members are not satisfied with his reply.

Mr. Deputy-Speaker : There is no point of order. *(Interruptions)*. Now, there are a number of cut motions. Shall I put them together ?

Shri Shiva Chandra Jha (Madhubani) : Cut motion No. 58 may be put separately.

Mr. Deputy-Speaker : All right. I will now put cut motion No. 4 in the name of Shri P. G. Sen, Nos. 5 to 9 in the name of Shri Viswambharan, 10 to 17 in the name of Mr. Yashpal Singh, 18 to 20 in the name of Mr. Kushwah, 21 to 36 in the name of Mr. Ganesh Ghosh and 47 to 56 in the name of Mr. Tyagi.

Cut motions Nos. 4 to 36 and 47 to 56 were put and negatived.

Mr. Deputy-Speaker : I will now put cut motion No. 58 to the vote of the House. The question is :

“That the Demand under the Head Ministry of Petroleum and Chemi-

[Mr. Deputy-Speaker]

cals and Mines and Metals be reduced to Re. 1." (*Granting of the licence to the Birlas for setting up the Fertilizer plant in Goa* (58).

The Lok Sabha divided :

Division No. 24] AYES [17.37 hrs.

Banerjee, Shri S. M.
Jha, Shri Shiva Chandra.
Kripalani, Shrimati Sucheta.
Kundu, Shri S.
Mangalathumadam, Shri.
Menon, Shri Viswanatha,
Molahu Prasad, Shri.
Muhammad Ismail, Shri M.
Mukerjee, Shrimati Sharda.
Nambiar, Shri.
Patel, Shri J. H.
Ram Charan, Shri.
Ramani, Shri K.
Ranjeet Singh, Shri.
Ray, Shri Rabi.
Sen, Dr. Ranen.
Viswanatham, Shri Tenneti.
Viswanathan, Shri G
Yadav, Shri Ram Sewak.

NOES

Achal Singh, Shri.
Aga, Shri Ahmed.
Ahmed, Shri F. A.
Barua, Shri Bedabrata.
Barua, Shri R.
Barupal, Shri P. L.,
Basumatari, Shri.
Baswant, Shri.
Bhagat, Shri B. R.
Bhandare, Shri R. D.
Bhanu Prakash Singh, Shri.
Bohra, Shri Onkarlal.
Chaturvedi, Shri R. L.
Chaudhary, Shri Nitiraj Singh.
Chavan, Shri D. R.
Choudhury, Shri J. K.
Damani, Shri S. R.
Deoghare, Shri N. R.
Deshmukh, Shri B. D.
Dixit, Shri G. C.
Dwivedi, Shri Nageshwar.

Gandhi, Shrimati Indira.
Ganesh, Shri K. R.
Ganga Devi, Shrimati.
Gavit, Shri Tukaram.
Ghosh, Shri Parimal.
Gurcharan Singh, Shri.
Hanumanthaiya, Shri.
Heerji Bhai, Shri.
Iqbal Singh, Shri.
Jadhav, Shri Tulshidas.
Jadhav, Shri V. N.
Jagjivan Ram, Shri.
Kamble, Shri.
Kamala Kumari, Kumari.
Karan Singh, Dr.
Khadilkar, Shri.
Khan, Shri M. A.
Kisku, Shri A. K.
Kotoki, Shri Liladhar.
Krishnan, Shri G. Y.
Kureel, Shri B. N.
Kushok Bakula, Shri.
Lakshmikanthamma, Shrimati.
Lalit Sen, Shri.
Laskar, Shri N. R.
Lutfal Haque, Shri.
Mahadeva Prasad, Dr.
Mahida, Shri Narendra Singh.
Mandal, Shri Yamuna Prasad.
Master, Shri Bhola Nath.
Melkote, Dr.
Minimata Agam Dass Guru, Shrimati.
Mishra, Shri G. S.
Mukne, Shri Yeshwantrao.
Oraon, Shri Kartik.
Pahadia, Shri Jagannath.
Palchaudhuri, Shrimati Ila.
Pant, Shri K. C.
Parthasarathy Shri.
Patil, Shri Deorao.
Patil Shri S. D.
Patil, Shri T. A.
Patodia, Shri D. N.
Prasad, Shri Y. A.
Qureshi, Shri Mohd. Shaffi.
Raghu Ramaiah, Shri.
Rai Deo Singh, Shri.
Ram Dhan, Shri.
Ram Sewak, Shri.
Ram Swarup, Shri.
Ramshekhar Prasad Singh, Shri.
Rana, Shri M. B.
Randhir Singh, Shri.
Rao, Shri Jaganath.

Rao, Shri J. Ramapathi.
 Rao, Shri Thirumala.
 Rao, Dr. V. K. R. V.
 Reddi, Shri G. S.
 Reddy, Shri Ganga.
 Roy, Shri Bishwanath.
 Roy, Shrimati Uma.
 Saha, Dr. S. K.
 Sankata Prasad, Dr.
 Sayyad Ali, Shri.
 Sen, Shri Dwaipayan.
 Sethi, Shri P. C.
 Shambhu Nath, Shri.
 Shankaranand, Shri B.
 Sharma, Shri Naval Kishore.
 Shastri, Shri Biswanarayan.
 Shastri, Shri Sheopujan.
 Sher Singh, Shri.
 Shiv Chandika Prasad, Shri.
 Siddeshwar Prasad, Shri.
 Snatak, Shri Nar Deo.
 Sonar, Dr. A. G.
 Swaran Singh, Shri.
 Tiwary, Shri D. N.
 Ukey, Shri M. G.
 Venkatswamy, Shri G.
 Vyas, Shri Ramesh Chandra.
 Yadab, Shri N. P.

Mr. Deputy-Speaker : The result* of the division is : Ayes, 19 ; Noes 103.

The motion was negatived

Mr. Deputy-Speaker : I will now put cut motion Nos. 59 to 62 by Shri Supakar to the vote of the House.

Cut motion Nos. 59 to 62 were put and negatived.

Mr. Deputy-Speaker : I will now put cut motion No. 57 by Shri Shiv Chandra Jha to the vote of the House.

Cut motions No. 57 was put and negatived

Mr. Deputy-Speaker : Then I come to cut motions 63 to 65 by Shri Ram Charan.

Shri Ram Charan (Khurja) : I want you to put cut motion No. 63 separately. I want to press it for division.

Mr. Deputy-Speaker : The lobbies have already been cleared. I think I can put it to vote without clearing the lobbies again.

Shri Sheo Narain (Basti) : Sir, you have to clear the lobbies again, so that Members outside can come in.

Mr. Deputy-Speaker : I think he is speaking without understanding the position. Now, what is the sense of the House ? Do they want the lobbies to be cleared again ?

Shri Sheo Narain : I insist that the lobbies should be cleared.

Mr. Deputy-Speaker : I am putting it to the House. Do you want the lobbies to be cleared again ?

Shri Ranga (Srikakulam) : Mr. Deputy-Speaker, do not shout ; please, do not shout. Would you listen to us ? He is the whip here ; he wants the lobbies to be cleared once again and you have no right whatsoever to go on shouting. You bring the House into dishonour by shouting like this. You continue to do that while responsible people here want you to resume your seat and give us a hearing. Why do you behave in this manner ? It is wrong. Please remember that you are the Deputy-Speaker and not a shouter.

Shri Piloo Mody : It is not a matter on which the sense of the House should be taken. If one Member wants the lobbies to be cleared, the lobbies have to be cleared. There is no other alternative for you.

श्री रवि रयि : उपाध्यक्ष महोदय, जब श्री शिव नारायण ने यह मांग की है कि लाबीज को क्लीयर किया जाये, तो ऐसा करना चाहिए ।

Mr. Deputy-Speaker : Some Members want the lobbies to be cleared. All right ; let the lobbies be cleared.

Shri Ranga : At long last !

Mr. Deputy-Speaker : The lobbies have been cleared. The question is :

*The following members also recorded their votes for NOES. : Sarwshri Sadhu Ram, Swami Brahmanandji and the Paokai, Haokip.

[Mr. Deputy-Speaker]

"That the Demand under the head Ministry of Petroleum and Chemicals and Mines and Metals be reduced by Rs.100". (*Failure to make reservation for the people of Scheduled Castes / Tribes in granting the agencies of Indane Gas* (63).

The Lok Sabha divided :

Division No. 25] AYES [17.45 hrs.

Banerjee, Shri S. M.
Dass, Shri C.
Hari Krishna, Shri.
Himatsinghka, Shri.
Jha, Shri Shiva Chandra.
Kedaria, Shri C. M.
Kripalani, Shrimati Sucheta.
Kundu, Shri. S.
Mangalathumadam, Shri.
Menon, Shri Viswanatha.
Mody, Shri Piloo.
Molahu Prasad, Shri.
Mrityunjay Prasad, Shri.
Mukerjee, Shrimati Sharda
Murti, Shri M. S.
Naghnoor, Shri M. N.
Nihal Singh, Shri.
Parmar, Shri Bhaljibhai.
Patel, Shri J. H.
Patel, Shri Manubhai.
Rajasekharan, Shri.
Ram Charan, Shri.
Ranga, Shri.
Ranjeet Singh, Shri.
Ray, Shri Rabi.
Reddy, Shri R. D.
Sen, Dr. Ranen.
Shah, Shrimati Jayaben.
Sheo Narain, Shri.
Supakar, Shri Sradhakar.
Thakur, Shri Gunanand.
Yadav, Shri Ram Sewak.

NOES

Achal Singh, Shri.
Aga, Shri Ahmed.
Ahmed, Shri F. A.

Barua, Shri Bedabrata.
Barua, Shri R.
Barupal, Shri P. L.
Basumatari, Shri.
Baswant, Shri.
Bhagat, Shri B. R.
Bhandare, Shri R. D.
Bhanu Prakash Singh, Shri.
Bohra, Shri Onkarlal.
Burman, Shri Kirit Bikram Deb.
Chaturvedi, Shri R. L.
Chaudhary, Shri Nitiraj Singh.
Chavan, Shri D. R.
Choudhury, Shri J. K.
Damani, Shri S. R.
Dasappa, Shri Tulsidas.
Deoghare, Shri N. R.
Deshmukh, Shri B. D.
Dixit, Shri G. C.
Dwivedi, Shri Nageshwar.
Gandhi, Shrimati Indira.
Ganesh, Shri K. R.
Ganga Devi, Shrimati.
Gavit, Shri Tukaram.
Ghosh, Shri Parimal.
Gurcharan Singh, Shri.
Hanumanthaiya, Shri.
Heerji Bhai, Shri.
Iqbal Singh, Shri.
Jadhav, Shri Tulshidas.
Jadhav, Shri V. N.
Jagjiwan Ram, Shri.
Kamble, Shri.
Kamala Kumari, Kumari.
Karan Singh, Dr.
Khadilkar, Shri.
Khan, Shri M. A.
Kisku, Shri A. K.
Kotoki, Shri Liladhar.
Krishnan Shri G. Y.
Krishnappa, Shri M. V.
Kureel, Shri B. N.
Kushok Bakula, Shri.
Lakshmikanthamma, Shrimati.
Lalit Sen, Shri.
Laskar, Shri N. R.
Lutfal Haque, Shri.
Mahadeva Prasad, Dr.
Mahida, Shri Narendra Singh.
Mandal, Shri Yamuna Prasad.
Master, Shri Bhola Nath.
Melkote, Dr.
Minimata Agam Dass Guru, Shrimati.

Mishra, Shri G. S.
 Mukne, Shri Yeshwantrao.
 Oraon, Shri Kartik.
 Pahadia, Shri Jagannath.
 Palchaudhuri, Shrimati Ila.
 Pant, Shri K. C.
 Paokai Haokip, Shri.
 Parthasarathy, Shri.
 Patil, Shri Deorao.
 Patil, Shri, S. D.
 Patil, Shri T. A.
 Prasad, Shri Y. A.
 Qureshi, Shri Mohd. Shaffi.
 Raghu Ramaiah, Shri.
 Raj Deo Singh, Shri.
 Ram Dhan, Shri.
 Ram Sewak, Shri.
 Ram Swarup, Shri.
 Ramshkehar Prasad Singh, Shri.
 Rana, Shri M. B.
 Randhir Singh, Shri.
 Rao, Shri Jaganath.
 Rao, Shri J. Ramapathi.
 Rao, Shri Thirumala.
 Rao, Dr. V. K. R. V.
 Reddi, Shri G. S.
 Reddy, Shri Ganga.
 Roy, Shri Bishwanath.
 Roy, Shrimati Uma.
 Saha, Dr. S. K.
 Sankata Prasad, Dr.
 Sayyad Ali, Shri.
 Sen. Shri Dwaipayan.
 Sethi, Shri P. C.
 Shambhu Nath, Shri.
 Shankaranand, Shri B.
 Shastri, Shri Biswanarayan.
 Shastri, Shri Sheopujan.
 Sher Singh, Shri.
 Shiv Chandika Prasad, Shri.
 Siddheshwar Prasad, Shri.
 Snatak, Shri Nar Deo.
 Sonar, Dr. A. G.
 Swaran Singh, Shri.
 Tiwary, Shri D. N.
 Uikey, Shri M. G.
 Ulaka, Shri Ramachandra.
 Venkatswamy, Shri G.
 Vyas, Shri Ramesh Chandra.
 Yadab, Shri N. P.

Mr. Deputy-Speaker : The result* of the division is : Ayes-32 ; Noes-106.

The motion was negatived.

Shri Piloo Mody : They do not like Birlas ; they do not like Harijans. They only like themselves.

Mr. Deputy-Speaker : Now, I put cut motion Nos. 64, 65 and 68 in the name of Shri Ram Charan to the House.

Cut motions Nos. 64, 65 and 68 were put and negatived.

Mr. Deputy-Speaker : Then, I put cut motion Nos. 66 and 67 in the name of Shri Supakar to vote.

Cut motions Nos. 66 and 67 were put and negatived.

Mr. Deputy Speaker : The question is :

"That there spective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1971, in respect of the heads of demands entered in the second column thereof against Demands Nos. 74 to 76 and 128 relating to the Ministry of Petroleum and Chemicals and Mines and Metals."

The motion was adopted.

(The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.).

DEMAND NO. 74—MINISTRY OF PETROLEUM AND CHEMICALS AND MINES AND METALS

"That a sum not exceeding Rs. 44,88,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during

*Shri Swami Brahmanandji also recorded his vote for NOES.

[Mr. Chairman]

17.46½ hrs.

the year ending the 31st day of March, 1971, in respect of 'Ministry of Petroleum and Chemicals and Mines and Metals'."

DEMAND No. 75—GEOLOGICAL SURVEY

"That a sum not exceeding Rs.9,37,58,000 be granted to the President to **complete the sum necessary to defray** the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Geological Survey'."

DEMAND No. 76—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF PETROLEUM AND CHEMICALS AND MINES AND METALS

"That a sum not exceeding Rs.14,23,91,000 be granted to the President to **complete the sum necessary to defray** the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of the 'Revenue Expenditure of the Ministry of Petroleum and Chemicals and Mines and Metals'."

DEMAND No. 128—CAPITAL OUTLAY OF THE MINISTRY OF PETROLEUM AND CHEMICALS AND MINES AND METALS

"That a sum not exceeding Rs.87,99,93,000 be granted to the President to **complete the sum necessary to defray** the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Capital Outlay of the Ministry of Petroleum and Chemicals and Mines and Metals'."

—+—

17.46 hrs.

BUSINESS ADVISORY COMMITTEE

FORTY-EIGHTH REPORT

The Minister of Parliamentary Affairs and Shipping and Transport (Shri Raghu Ramaiah) : I beg to present the Forty-eighth Report of the Business Advisory Committee.

DEMANDS FOR GRANTS—contd.

MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS

Mr. Deputy-Speaker : The House will now take up discussion and voting on Demand Nos. 57 to 60 and 123 relating to the Ministry of Industrial Development, Internal Trade and Company Affairs for which 5 hours have been allotted.

Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND No. 57—MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS

Mr. Deputy-Speaker : Motion moved:

"That a sum not exceeding Rs.80,57,000 be granted to the President to **complete the sum necessary to defray** the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of Ministry of 'Industrial Development, Internal Trade and Company Affairs'."

DEMAND No. 58—INDUSTRIES

Mr. Deputy-Speaker : Motion moved:

"That a sum not exceeding Rs.462,78,000 be granted to the President to **complete the sum necessary to defray** the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Industries'."

DEMAND No. 59—SALT

Mr. Deputy-Speaker : Motion moved :

"That a sum not exceeding Rs.61,85,000 be granted to the President to **complete the sum necessary to defray** the charges which will

come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Salt'."

DEMAND NO. 60—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS

Mr. Deputy-Speaker : Motion moved :

"That a sum not exceeding Rs. 13,21,27,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Other Revenue Expenditure of the Ministry of Industrial Development, Internal Trade and Company Affairs.'"

DEMAND NO. 123—CAPITAL OUTLAY OF THE MINISTRY OF INDUSTRIAL DEVELOPMENT, INTERNAL TRADE AND COMPANY AFFAIRS

Mr. Deputy-Speaker : Motion moved :

"That a sum not exceeding Rs. 5,35,17,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1971, in respect of 'Capital Outlay of the Ministry of Industrial Development, Internal Trade and Company Affairs.'"

17.47 hrs.

[**Shri Shri Chand Goyal** in the Chair]

Shri Himatsingka (Godda) : Mr. Chairman, Sir, the Ministry of Industrial Development and Company Affairs is one of the most important and responsible Ministries for the financial and industrial development of the country. It is responsible for promotion of industrialisation by orderly development of large and small-scale industries in both public and private sectors. It formulates general industrial policy and seeks to promote productivity for industries. It is also responsible for

planning, development and control of and assistance to practically all industries. In fact, it has a hand almost in every thing which is required for the industrial development of the country.

There has been considerable progress of industries prior to 1965. Prior to 1965, a large number of industries came to be established in the country and a large number of industrial items which were imported before began to be manufactured in the country and the country, practically, came to a stage of self-sufficiency in a large number of industrial articles, consumer goods and so on. But after 1965, there has been more or less, a lull and stagnation. The heavy taxation has eroded almost all the investible funds in the hands of private sector and, therefore, there has not been much progress of new industries after 1965. As a result of that, there has been the shortage of a large number of industrial items and consumer goods and their prices have gone up. Therefore, what is needed is that various industries should be set up and sufficient quantities of various goods should be produced so that the deficit that is there in the country is met, the needs of all the people in respect of everything that is required are met and our dependence on imports, to that extent, is eliminated. The Government have invested very large amounts in big industries and basic and other industries. But, unfortunately, these industries have not been giving very good results and a large number of them have not been working satisfactorily. During the present budget session we got annual reports of four Government companies. Of course, they may not be under the Ministry of Industrial Development but they present a very sorry state of affairs. The Indian Drugs and Pharmaceuticals, the Hindustan Organic Chemicals, Hindustan Machine Tools and the Singareni Collieries—all of them show a very sorry state of affairs. The I. D. P. L. shows a loss of Rs.911 lakhs when production is about a crore of rupees. Its loss is Rs.9 crores. This is only possible in a Government undertaking because there is no dearth of funds. If it is in a private sector, the loss will come to the notice of the management in the first month itself if not in the first week. But the Government undertakings get funds from the State Bank of

[Shri Himatsingka]

India and from the Government. Similarly Hindustan Organic shows a loss of about a crore of rupees. Singareni Collieries shows a loss of Rs.313 lakhs including the previous year's loss of Rs.114 lakhs. H. M. T. which was making a regular profit for the last several years has also gone in the red. The last annual report shows for the first time a loss of Rs. 65,95,977. This loss is in addition to the loss of profit that has been made in the previous year to the extent of Rs.135 lakhs. Therefore, if you take the profit made in the previous year and the loss made this year, it comes to about Rs.2 crores.

Another thing which has got to be checked by the Government is the costs becoming very high. In many industries that have been set up by the Government the costs go up very much higher than the amount estimated. I am mentioning only two for want of time. In the Bokaro Steel plant, even in the first stage the costs have gone up by about Rs.89 crores. Khetri Copper project which was estimated to cost about Rs.24 crores will now cost about Rs.90 crores. About Rs.30 crores have already been sunk and not a single ounce of copper has been produced so far. Therefore, one thing that Government ought to look to is that the estimates should be properly made because what happens is if the project is started on the basis of certain amount of costs being necessary and if the costs go up very much, it becomes unprofitable and it becomes a losing concern. Therefore, the first thing that has got to be seen is that the estimated costs should be kept under control and the costs should not be allowed to inflate the ultimate investment in the concern.

Many claims were made on behalf of the Government for import substitution and a large amount has been saved by way of import substitution. But what I feel is that the result could be very much better if steps are taken to start a number of industries which can meet the needs of the country. What is happening at present is that a number of manufactures can vigorously be taken up in the country. At present we have to import a large number of tractors, power tillers, printing machinery, photo films, scooters, cards, steel, alloy steel, caustic soda, newsprint, soda ash and paper,

etc. This is apart from what we import like cotton and groundnut oil etc. These things can be met and steps should be taken to start industries to manufacture these things.

Then, Sir, the manufacture of tractors and power-tillers is not making much headway. I understand, one or two parties in Punjab had been given licence for importing parts and accessories and they are not interested in setting up factories. They have been given the licence on the basis that they will take up manufacture and therefore they are being allowed to import; but no steps have been taken by them so far for setting up these factories. Therefore, this matter should be examined as to why delay is taking place for setting up of these factories because that will stop a very heavy drain of foreign exchange if we can stop the import of these tractors and power-tillers.

The same thing applies to the Printing Machinery. There are applicants who are willing to start the factories and manufacture Printing Machinery. But, I do not know why delay is taking place. H. L. T. is anxious and other parties are also anxious, because, we found it in the Consultative Committee, that 3 applications are pending. Therefore steps have got to be taken to see that these industries come into production as soon as possible and all possible efforts should be bestowed in that direction.

Now, Sir, what I feel is this that the Government policy is not to allow these manufactures to be made in certain large houses. This does not matter because they can select a number of new entrepreneurs, give them all possible help, so that they can take up the manufacture of these articles. But, if in spite of the Government's attempt to find out new entrepreneurs to set up these industries, that attempt is not successful, then certainly the Centre should not stand in the way. We should not go on importing these things for all time to come; but we should take up manufacture, whether it be in private or public sector, so that this drain on the country by way of imports may be stopped.

A large number of hon. Members have mentioned about the photo-film company

producing photo-films. Why can't we increase the capacity and meet the shortage? Similarly, in respect of newspapers, only one company is manufacturing newsprint. We have to import large amount in this regard. Steps should be taken in this regard also, as there is no dearth of raw material in the country. I think our Minister's home State, Assam can supply large amount of raw material to enable newsprint factory to be set up and paper mills also can be set up. Steps should be taken to see that this is done. Similarly, various number of articles in which we are in short supply should be taken up.

Then I come to scooters. There is an increasing demand for scooters. About Rs.6.25 crores have been deposited by applicants by way of security to get scooters. Similarly, about Rs.13.28 crores have been deposited by applicants for getting cars. The total comes to Rs.20 crores. A factory can very easily be set up with this amount of Rs. 20 crores of deposits and they can very easily go into production; but only delay, delay and delay is taking place. Even I understand, the present factories manufacturing scooters can produce more, but even they are not being authorised. I talked to Mr. Bajaj who said that their capacity is limited. They keep their factories closed for about 20 or 25 days so that they may not exceed the amount of scooters that have been sanctioned to be produced by them. That is the position.

18.00 hrs.

Therefore, I feel that steps should be taken by Government to see that whatever is in short supply but is needed in the country for that production is to be taken up by whomsoever it may be possible by giving that to the new entrepreneurs if they could do that with all the support that can be given by the financial institutions and the advice given by government. If they cannot do it then let anyone who can take it up do that. There will be no difficulty about it. Proper steps should be taken in this direction so that the shortages can be met.

Another thing that is standing in the way is unremunerative price at which the

articles are sold. Control is introduced only if the price goes beyond reasonable limits or the profits go beyond reasonable limits. Certainly that should be introduced. But in most cases, Government itself is reluctant to raise the prices even when the costs go up. For example, if you take paper, that the industry is not making a profit for the last several years. As a result of it the paper industry is being delicensed but no new units have been started. Sir, you know that there is shortage of paper in our country. There is more and more demand for the paper. For no purpose government went on increasing the prices unilaterally and I think rightly so in various items. Here comes the freight rate which has gone up. The price of steel also has gone up. Therefore, when you control the prices of commodities manufactured by the private sector, the costs and other expenses that go into them should also be taken into consideration in fixing the price. Government should be strong in formulating a policy and they should not change that simply because there is a certain amount of pressure being brought on them by a certain section of people. In April, 1969, it was announced that there will be de-control so far as cement was concerned. Just a few days before in 1970 it was announced that there would be control because of shortage of cement. Simply because certain objections were raised here in this House this decision had been changed. I do not think that this was done properly. I therefore feel that Government's aim should be to manufacture more and more of these things in our country so that we can be self-sufficient.

Mr. Chairman : I think you will be taking advantage of the other hon. Members. You must conclude now.

Shri Himatsingka : I shall take two more minutes.

Regarding the changes in Monopolies Act, I find that they have been crying hoarse about the definition of inter-connected undertakings as also of Dominant Undertakings. These should be defined differently. That will play a havoc. The Minister should take care of this to change the definition as this will cover the whole of

[Shri Himatsingka]

India. If you try to interpret a product manufactured by a company, that will make the company a Dominant Undertaking. If any one starts manufacturing a new item of production that will come within the mischief of the Monopolies Act that being a dominant undertaking. There is no sense in that. If any one wants to start that particular line of production there may be some objection of the monopoly and so on. Simply because the company has started a new article that automatically comes within the definition of the dominant undertaking. I think we should not prevent anyone from starting anything. Something will have to be done with regard to the definition. We have not been able to do anything because our per capita product is very low as compared to the products made by others. Out of 100 companies we come at the bottom of 82 or 83 companies. Our national product is about 90 dollars whereas it is 1,200 dollars in U. S. A. ; in Sweden it is 2,200 dollars and in Australia it is 2,000 dollars and so on.

Therefore, something has got to be done in this regard so that we can utilise the country's resources and thereby our dependence on imports from abroad will go down.

Mr. Chairman : Hon. Members may now move the cut motions, subject to their being otherwise admissible.

Shri Yashwant Singh Kushwah (Bhind): I beg to move :

"That the Demand under the Head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Failure in setting up any industry in dacoit infested area (12)].

"That the Demand under the Head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Failure in starting cement factory at Neemuch (13)].

"That the Demand under the Head Ministry of Industrial Development,

Internal Trade and Company Affairs be reduced by Rs.100."

[Failure to adopt scheme of cottage industries of Japanese system in area irrigated by Chambal (14)].

"That the Demand under the Head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs. 100."

[Failure to make cheap tractors in adequate number in the country (15)].

"That the Demand under the Head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100".

[Failure in delicensing the Vanaspathi Industry, scooter industry and sugar industry (16)].

"That the Demand under the Head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs. 100."

[Improper policy towards private industries (17)].

"That the Demand under the Head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Mismanagement and loss in public sector industries (18)].

"That the Demand under the Head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Failure to implement small motor car scheme (19)].

"That the Demand under the Head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Favour shown to few industrialists (20)].

Shri Shiva Chandra Jha (Madhubani) : I beg to move :

"That the Demand under the Head Ministry of Industrial Develop-

ment, Internal Trade and Company Affairs be reduced to Re.1."

[Failure to bring Indian monopolies under the Gandhian theory of trusteeship (66)].

Shri Sradhakar Supakar (Sambalpur) : I beg to move :

"That the Demand under the Head Industries be reduced to Re.1"

[Negligence in the promotion of small scale industries (67)].

"That the Demand under the Head Industries be reduced to Re.1"

[Failure in export promotion of small scale industries (68)].

"That the Demand under the Head Industries be reduced to Re.1"

[Policy regarding industrial licensing (69)].

"That the Demand under the Head Industries be reduced to Re.1"

[Performance of public sector projects under the Ministry (70)].

Shri Om Prakash Tyagi (Moradabad) : I beg to move that :

"That the demand under the head Ministry of Industrial Development, Internal Trade and company Affairs be reduced by Rs. 100."

[Failure to bring down the prices of industrial goods. (43)].

"That the demand under the head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Granting permission for opening factories with foreign collaboration for manufacturing luxury goods like lipstick. (44)].

"That the demand under the head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Showing partiality in the matter of setting up public undertakings in various States. (45)].

"That the demand under the head Ministry of Industrial Development, Internal Trade and Company Affairs, be reduced by Rs.100."

[Following U. S. A. and U. S. S. R. blindly in the matter of industrial policy. (46)].

"That the demand under the head Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Failure to keep in view the vast population of India while formulating the industrial policy. (47)].

"That the demand under the head Industries be reduced by Rs.100."

[Need to attract Harijans and Adivasis to small scale industries for their economic uplift. (48)].

"That the demand under the head Industries be reduced by Rs.100."

[Need to make arrangements for establishment and expansion of small scale industries in backward areas. (49)].

"That the demand under the head Industries be reduced by Rs.100."

[Danger arising from exempting small scale industries till the limit of rupees one crore for licences. (50)].

"That the demand under the head Industries be reduced by Rs.100."

[Need to create cooperation among small scale industries. (51)].

"That the demand under the head Industries be reduced by Rs.100."

[Failure to provide adequate protection to small scale industries. (52)].

"That the demand under the head Industries be reduced by Rs.100."

[Failure to provide raw material to small scale industries for production. (53)].

"That the demand under the head Industries be reduced by Rs.100."

[Creating economic disparity in rural and urban areas by concentrating industries in a few cities only. (54)].

"That the demand under the head Industries be reduced by Rs.100."

[Failure to pay attention to agricultural based industries. (55)].

"That the demand under the head Industries be reduced by Rs.100."

[Failure to improve the faulty policy of issuing licences for industries. (56)].

"That the demand under the head Industries be reduced by Rs.100."

[Failure to stop corruption rampant in Licencing Department. (57)].

"That the demand under the head Industries be reduced by Rs.100."

[Neglecting the decentralisation of industries. (58)].

"That the demand under the head Industries be reduced by Rs.100."

[Failure to make uniform expansion of industries in rural and urban areas. (59)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Misappropriation of lakhs of rupees in the name of Khadi and Village Industries. (60)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Need to appoint a high level enquiry commission to look into the corruption rampant in khadi and village industries. (61)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Industrial Develop-

ment, Internal Trade and Company Affairs be reduced by Rs. 100."

[Failure to check the misuse of the names of great men, gods, national emblem and national anthem for trade marks. (62)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Failure to stop the harassment of petty traders by Weights and Measurement Department. (63)].

"That the demand under the head Capital Outlay of the Ministry of Industrial Development, Internal Trade and Company Affairs, be reduced by Rs.100."

[Failure to manufacture small tractor suitable for the small farmers of India. (64)].

"That the demand under the head Capital outlay of the Ministry of Industrial Development, Internal Trade and Company Affairs be reduced by Rs.100."

[Persistent neglect of manufacture and import of tractors. (65)].

Mr. Chairman : The cut motions are also before the House.

Shri S. R. Damani (Sholapur) : I rise to support the Demands of this Ministry. It is a matter of great satisfaction that the country has overcome the recessionary period and industrial activity has started reviving. Last year our industrial production rose by 6.4 per cent and I am happy to say that during the course of this year, it has further increased by 7.3 per cent.

The establishment of new industries and expansion of existing ones has not shown much improvement. The increase in production is due to better utilisation of existing capacity. In order to meet the increasing home demand and also to increase our exports, the establishment of new industries is very essential. On pre-

sent indications of the green revolution continuing, demand from the rural areas is bound to increase and will continue to increase. Apart from this, even for creating more employment opportunities, industries must expand and expand rapidly. To meet this situation and to avoid unnecessary delay in the establishment of new industries and increase production at a faster rate, Government have recently announced a new policy and have relaxed many restrictions previously operating.

The salient features of the new policy are, first, suspension of the banned list. No licence is needed for a capital investment of over Rs.1 crore. Then there is automatic entitlement of forcing exchange for import of plant and machinery up to the tune of 10 per cent. Then there is entitlement of 3 per cent of the capital every year for foreign exchange on imports of raw materials or spare parts.

This policy is tuned to the needs of our economy. It is primarily growth-oriented to ensure a faster rate of industrial expansion, but side by side it takes due note of certain serious shortcomings of the earlier system and attempts to correct them.

These are all practical decisions and taken at the right time. They will definitely help small and medium-size entrepreneurs as a large number of industries can be established within a crore of rupees. Besides this, further expansion upto Rs. 1 crore is also allowed. I think this will lead to establishment of new industries at a faster pace.

As we all know, the banned list has worked only to create negative results. It helped to create scarcity and shortage as a result of manipulation. With the liberalisation more units can come into such sectors and the shortage can be removed.

But my objection is that the suspension of the banned list is being tried as an experimental measure for six months. I feel it should be removed altogether so that industries might develop and expand in the direction wanted, following the normal law of supply and demand. Perhaps Government have taken this measure as a safeguard for direction of investment.

Government still have power to restrict investment in unnecessary luxury industries. Apart from this, there is no reason why restriction should be placed on the small and medium entrepreneurs. They must be free to grow and expand as they choose.

We have realised that more production is the need of the hour. Surpluses are necessary to enable exports. With the tremendous expected increase in home demand, there need not be any fear if there are surpluses. If at all there be any, it will be only for a short period and in the following year it will be consumed and neutralised. Surpluses will help healthy competition, quality will improve and prices will come down to reasonable levels. These are all the advantages, apart from increasing employment opportunities, more revenues; development of backward areas etc.

As such, this time limit should be removed and entrepreneurs who wish to establish industries, are after all wise enough to judge for themselves in which line more production can be sold. Therefore, there should not be any restriction. I do not understand why Government wants to take the responsibility of guardianship. They are adult enough and they can take care of themselves. Therefore, let them decide which line they want to establish within this limit and let them expand. That will be a correct policy. Any time limit will not be useful and will not serve any purpose. Therefore, I strongly urge upon the Minister to do away with this time limit.

Before I proceed to other points, I would offer some suggestions on this new policy. According to me, the allocation of ten per cent of foreign exchange for import of plant and machinery will work for Rs.1 crore, but where the investment is less, Rs.25 lakhs or so, the entrepreneurs will get only Rs.2½ or Rs.3 lakhs, and for that no plant or machinery can be imported. The result will be that he will have to apply again for licence and that would mean delay, but that is not the intention of the Government. The Government want that the industries should expand fast to meet the increasing demands. Therefore, I suggest that Government adopts a slab

[Shri S. R. Damani]

system for allowing foreign exchange for the import of plant and machinery in such a way that smaller investment gets a higher percentage. For example, I suggest that up to Rs.25 lakhs investment the import licence for plant and machinery should be 20 per cent or Rs.5 lakhs whichever is higher. For Rs.25 to 50 Rs. lakhs, it should be 15 per cent, and for Rs.50 lakhs to one crore, it should be ten per cent, so that the smaller entrepreneurs can import the required plant and machinery and need not go to the Government for a licence for the small amount of extra foreign exchange required for importing plant and machinery. I hope that my suggestion would be examined and some modification made in this scheme which is otherwise good and is going to help the progress of industries.

In the case of industries which require investment of over Rs.1 crore, Government should allow their establishment, but they can put the restriction that they will not allow more than Rs.10 lakhs in foreign exchange for the import of plant and machinery. Please give me five minutes more. This is such an important subject.

Mr. Chairman : Of course, it is important, but then you will not be leaving time for other speakers whose names have been submitted. Please conclude.

Shri S. R. Damani : I want to draw the attention of the House and of the hon. Minister to certain items which are in short supply. I may mention newsprint and paper. This has been in short supply for the last 10 years. The Government is planning to put up a plant, but nothing has happened so far. We are importing Rs.30 crores worth of newsprint and paper every year. Therefore, I request that an early decision should be taken to put up a newsprint plant so that our imports can be reduced and the country can become self-sufficient in this item and people can get employment. Similarly, there is the question of short supply of tractors and fertilisers. Every year, we are importing fertilisers to the extent of Rs.200 crores, and our demand is going to increase further. Therefore, there are some proposals before the Ministry for starting a plant both in the public and in the private sector so that production can go up early and our require-

ments can be met, and we can earn foreign exchange. But apart from foreign exchange, it will help in reviving the yield of our farmers, and there can be a green revolution in the fertiliser industry also, so that the farmers can get fertilisers very easily and at reasonable prices. There are very important items to which Government should give greater attention and finalise their scheme, whatever is pending with them, so that production can increase.

One word I would like to say about the backward and under-developed areas. This matter has come up before the House several times in different forms, but nothing has been so far done in that connection. I suggest that in these areas either the Government can establish an industry or some resourceful party or person can establish some industries. Certain groups of firms which have been excluded from being given licences should be asked to establish industries in these areas. If the Government is doing it, it is well and good; but if the Government is not doing it, the others should be asked to establish the industries in those areas which are backward and are underdeveloped, so that they could be developed and production comes up and the purpose is served, and the people of those areas can get employment. In view of this, the Government should consider the question of allowing enterprising parties to start industries there or the Government should itself come up to put up industries in these backward areas.

I shall conclude within one minute. One word about the working of some of the major undertakings of this Ministry. The Heavy Electricals, Bhopal, has been incurring losses during the last eight to 10 years. The losses have accumulated up to about Rs.39 crores till 1967-68. Its paid-up capital is Rs.50 crores, and with this paid-up capital, it has incurred a loss of Rs.39 crores. The balance-sheet for the last year is not before us, and so I do not know the latest position, but I think it is again incurring losses.

There is the Heavy Engineering Corporation, Ranchi, and there is also the Bharat Heavy Electricals. All these are making losses. The reason given two years back was, there was a recession. Now the

recession is over. The demand is increasing. I suggest that drastic changes should be made in the management of these projects so that these units in which large amounts of money have been invested may become useful and make a profit and are run efficiently.

With these words, I support the Demands for Grants under this Ministry, and I thank you for giving me some time to speak.

Shri D. N. Patodia (Jalore) : Sir, as a preface to my observations, I will quote from the opening lines of page 1 of the Annual Report for the year 1969-70 :

"The Department of Industrial Development is responsible for the active promotion of industrialisation of the country by encouraging the orderly development of large and small-scale industries both in the private and in the public sectors."

In discharging its responsibilities this department seeks to guide and coordinate the various sectors of production with the objective of achieving maximum benefit by making the best use of the scarce resources available in the country. It also coordinates with the Finance Ministry in formulating various fiscal and industrial measures so that within the limited resources maximum advantage is obtained and within the shortest possible time we may be able to achieve the highest standard of living for the people of our country. But in spite of this declared objective, looking back at the performance of this ministry, I have no hesitation whatsoever to say that the ministry —has not only failed in achieving this objective but has in fact in many respects worked for diametrically opposite results. It has been responsible for diverting the scarce resources in wrong directions and in obstructing the growth by creating obstacles in the way to progress. The most mischievous and obstructive factor continues to be the shabby performance of the State sector enterprises. These undertakings involving a financial outlay of altogether over Rs.3,500 crores, nearly 50 per cent of the total investment on public and private sectors put together, contributes only 13 per cent of the total output. Until 1967-68,

the accumulated losses of this public sector had been of the order of nearly Rs. 154 crores. In 1967-68 there was a loss of Rs. 35 crores. In 1968-69 there was a further loss of Rs. 26.89 crores. In 1969-70, as we understand from the broad calculations made by the ministry, there would be a loss of Rs. 25 crores. Thus the accumulated losses would amount to nearly Rs.250 crores at the end of 1969-70.

To illustrate my point, I propose to confine myself to some of the illustrations from only 13 specific projects which are directly under the administrative control of this ministry. I propose to do so because in the event of my quoting illustrations of any other project, the minister will conveniently refuse to answer it by saying that it does not relate to his ministry. These 13 projects involve an outlay of nearly Rs.400 crores and by 1968-69 the accumulated loss has amounted to Rs.57 crores, of which in 1968-69, alone the loss is about Rs. 13 crores.

Taking a few specific cases, Hindustan Photo Films started in 1961-62, about 9 years back, with a total capital employed amounting to Rs. 15 crores. The annual production is only Rs. 1.5 crores—a typical example of a tremendously low capital-output ratio, which is 10 to 1 in this particular case. This particular unit although made a profit in the first three years, right from 1964 onwards, it started incurring losses. In 1968-69 it ended with a loss of Rs. 2 crores. We have always heard that during gestation period, industries loss and thereafter they start making profit. But this particular unit made a profit in the start and then started losing afterwards possibly to continue to lose until the entire capital is wiped out.

The next illustration is of Bharat Heavy Electricals. The total capital employed is about Rs.158 crores, as against the total annual production of only Rs.30 crores. It started in 1964, and in 1968-69 it incurred a loss of Rs. 3.37 crores. This is the position six years after starting the production. I would like to know that in respect of these industries, in the estimate of the Ministry, what should be the proper gestation period, or are they expecting these industries to continue losing year after year until they are finally liquidated ?

[Shri D. N. Patodia]

The next example is with regard to Heavy Electricals India Limited. Here, as against a total capital outlay of Rs.107 crores, Rs.43 crores have already been written off as losses up to last year and in 1968-69 alone there is a loss of Rs.5.87 crores.

Coming to National Industrial Development Corporation, an institution established by the Ministry in 1954 to promote industrial development, the facts brought out in the Sixtythird Report of the Public Undertakings Committee, presented to the House only yesterday, are revealing as to the functioning of this institution, the intrigues and the patronage involved and the manner in which the public funds are being drained out at the whims of politicians. This N. I. D. C. came into existence, not because it was necessary. It came into existence as a by-product of the rivalry between two Ministers, Shri T. T. Krishnamachari, the then Commerce Minister and Shri K. C. Reddy, the then Industries Minister.

Here I would like to quote from the Report presented yesterday. The Report says:

"The Committee are of the opinion that N. I. D. C. was delivered as a still born child as a result of inter-ministerial rivalry and dispute over its functions as it is evidenced in the correspondence made available to the Committee."

The N. I. D. C., although set up with a specific objective of promoting industrial growth, never made an attempt to fulfil its objectives. It had all along been frittering away the money by offering patronage to the favourite few. In this respect also I quote from the same report :

"The Committee feel that N. I. D. C., has not achieved the aims and objectives for which it was set up and has degenerated into a consultancy service."

In the course of long sixteen years, they entered into a few transactions, most of them unbusinesslike, putting the Corporation to heavy losses.

Total capital employed by this Corporation is Rs.8.70 crores although its paid-up capital is only Rs.10 lakhs. The entire remaining balance was borrowed from the Central Government. The present position is that the total accumulated loss come to Rs. 86 lakhs as a result of which the Corporation is no more in a position to pay back the loan taken from the Central Government.

Disgusted by its performance, as early as 1960 the Estimates Committee recommended the winding up of this organisation. But the Ministry did not pay heed to that. Finally, the Public Undertakings Committee have given their final recommendation, supporting the recommendation of the Estimates Committee, by saying :

"In view of the fact that the Corporation is not specialising in any rare field of technological activity and its functions have been confined to very limited fields, the Committee reiterate the recommendations of the Estimates Committee contained in their 122nd Report and recommend that the Government should consider the desirability of allowing this Corporation to exist with such a limited sphere of work."

This is the final recommendation of the Committee on Public Undertakings to wind it up after this institution has wasted public funds for as long as sixteen years. This is the type of functioning of the public sector projects where losses appear to have been perpetuated.

All these public sector projects suffer from the same identical diseases of chronic nature like excessive staff, high inventories, production losses, bad planning and most inefficient management. The task of social justice and consumers' interests are all humbug. The State has proved to be a bad employer, in fact a worse employer compared to the private sector and the cost of production is invariably higher in all cases.

Yet, regardless of the performance of the past and the damage already done to the economy, every possible attempt is still

being made by the government to increase further investment in these very State projects and in the Fourth Plan as much as 64 per cent of the total outlay has been earmarked to be put into the public sector.

Should this serious draft on the nation's wealth not ultimately stop? Should we not learn lessons from previous mistakes? But, on the contrary, Government appears to be in no mood to take the lesson from the mistakes of the past and are thinking in terms of extending their activities even to include consumer industries.

Recently, we have heard a lot from the hon. Minister on the floor of this House about the paper industry, frowning upon the industry with regard to certain increase in prices after papers were decontrolled in 1968. What are the facts about the paper industry? The paper industry was decontrolled in 1966 and in the course of four years not even one application has been made to this Ministry for setting up a new unit. Over the last few years in spite of constant rise in demand the capacity remained unchanged. The total capacity at the moment is only 7,30,000 tonnes as against the needed capacity, by the end of the Fourth Five-Year Plan, of 12,90,000 tonnes. After accounting for certain expansion in progress it has been estimated by this Ministry itself that they would need further capacity to be raised by 300,000 tonnes. In order to raise this capacity they would be needing a further investment of anything between Rs.300 crores and Rs.400 crores. Where is this money going to come from? This is where lies the answer why new applications are not coming forward and why new people are not showing any interest in setting up new projects.

As you know, before decontrol in 1968 the price of paper was controlled and the Government saw to it that the prices were not permitted to be raised unless they were on account of increase in excise and direct taxes. On the one hand, they prevent industry to raise the prices because they want to offer cheap to the people and, on the other, they do not hesitate in increasing taxes year after year to the extent that the total incidence of taxation in many cases is anything between 42 and 45 per cent. Is

this the way in which the consumer's interest is sought to be safeguarded by this Ministry?

The result was that profitability of the industry started eroding further and further. The industry was not permitted to create reserves. There was not enough with the industry to plough back for development and no new capacities were created. When after decontrol there were certain increases in price, even if they were genuine, all sorts of protests to obtain cheap popularity are being made by the Ministers on the floor of this House. If they are really serious about the development of the paper industry, whether it is in the private sector or in the public sector, whether it is in the large sector or in the small sector, they will have to see to it that the price structure is permitted to be framed in a manner by which the industry is left with sufficient surplus to plough back into the industry for generating additional capacity. Unless this is done, you are not going to solve this problem.

Apart from that, these industries, not only in private sector but also public sector are facing tremendous difficulties with regard to dealing with State Governments. The N. E. P. A. mills are in difficulty with regard to their so far unsuccessful attempt in getting long term leases for forests from the State Governments. These State Governments harass the industries. They do not grant loans on easy terms and go on postponing decisions year after year. The industries have to work at times for five or six years without knowing precisely what rate they are going to pay. On the one hand they are trying to avoid price rise in the paper industry, they are frowning upon them and raising all sorts of protests; on the other, there is a proposal to set up a Paper Corporation to have at least two units in the public sector. These two units with a projected capacity of about 130,000 tonnes per year would involve an investment of approximately Rs.100 crores.

Shri Ranjeet Singh (Khalilabad) :
All Government corporations are paper corporations.

Shri D. N. Patodia : With this investment of Rs. 100 crores at the present cost of

[Sari D. N. Patodia]

paper per tonne you are going to produce worth Rs. 20 crores only. Are you going to run such an industry at profit at any stage? You shall be needing Rs. 20 crores to provide for depreciation and interest alone if you want to run the industry on proper lines. Are you going to fritter away money in this manner? Instead of permitting the existing units to expand, instead of encouraging those who are willing to work, you are trying to set up industries in public sector which will function exactly in the same manner in which any other unit of the Public Sector has functioned in the past.

Coming to scooters, this is an item, you will admit, which is a basic need for every middle class city dweller today. The present capacity of the two units is about 60,000 pieces per year and the waiting list of scooters is about 2,10,000, that is, equal to three years of production. In order to keep the price down, here, again, they imposed price control, leaving practically nothing for the industry to plough back and create a reserve. For an item costing over Rs. 3,000, the total conversion cost allowed, including profitability and overhead, is only Rs. 535 on a scooter and the entire balance goes towards meeting the cost of raw materials, electricity, water charges, taxes, transportation and all that. Is this the way by which you are going to expand? If you are really keen to see that the consumer gets a scooter at a cheaper price, why should you have an incidence of taxation which is so high as 40 to 45 per cent? You are trying to fool the customer by telling him that the industry is charging high whereas the State is helpless and blameless. This is not the way to be done. On the one hand, you are preventing the industry to plough back and have a reserve, on the other hand, you are talking of setting up the units in the public sector. There is already a proposal to set up a separate unit in the public sector. Why? These two existing units which have an average capacity of 30,000 pieces a year can easily be made to produce 50,000 pieces by putting an additional small amount. But they are discouraged; they are prevented from doing so. On the other hand, attempts are being made that the public sector units should come in between. This

is how the public sector units are coming into existence in this country.

Apart from the treatment meted out to private sector, in order to safeguard the inefficiency of the public sector, a regular, maligned, propaganda is being carried out against the private sector. Recently, I came across an answer given by the hon. Minister to a question—I do not remember whether it was the Industries Minister or the Finance Minister—stating :

“In respect of assets of four leading houses of India, in the year 1966-67, assets of Birlas were Rs. 480 crores, the assets of Tatas were Rs. 547 crores, the assets of Mafatlal were Rs. 106 crores and of Kamani were Rs. 19 crores.”

An impression is sought to be created that the family of Birlas, the family of Tatas and the family of Mafatlals are the owners of these assets. Nothing can be far from this truth. This is the capital employed by the respective industries in which lakhs and lakhs of share-holders are the participants. This is the capital of lakhs and lakhs of participants and not of a particular family.

Trying to create such an impression is nothing but to mislead the people and mislead the members of this House. What do they exactly mean when they say that the Tatas control Rs. 547 crores, the Birlas control Rs. 480 crores and Mafatlal controls Rs. 106 crores? Are they not aware that the name of Birlas, and the name of Tatas, invoke a large number of individuals who are independent, and separate, who have separate interests and who for all practical purposes are looking after their own jobs. What is the idea of dealing with the subject in this manner when with effect from 1st April, 1970, the managing agency has been abolished? There is nothing like Birla brothers; there is nothing like Tata and Sons and so on. Each and every company is controlled by respective shareholders and by the board of directors who are elected by the share-holders. There is nothing like Managing Agency and it is high time that this type of witch-hunting against these people who have been responsible for the industrial growth in this country is stopped by the Government.

There are many other ways by which threats are issued by the Government against private entrepreneurs. Recently a threat was issued : 'Look here, Boys. If you don't behave properly, we shall think in terms of converting our loans into shares'. Another threat was issued, 'It is our money through which the private sector is working. Private sector would not be able to function unless Government is there to help.'. What a peculiar concept of public money they have ! They have lost all sense of balance.

Shri Ranga (Srikulam) : It is their grand-father's property.

Shri D. N. Patodia : Do they mean to say that after nationalisation the deposits of the nationalised banks belong to the Government ?

Shri Randhir Singh (Rohtak) : It belongs to the nation.

Shri D. N. Patodia : It belongs to the depositors, it belongs to the people. You have as much right to the money as we have and the private sector has as much right as Public sector has. You have no special privilege over that money. Therefore, please for God's sake 'Don't claim it is Government's money'. Public sector is thriving because the public have confidence in them. You try to sell the shares of Hindustan Steel or any other public undertaking. They will sell at 50 per cent discount. But Birlas and Tatas' concerns shares are sold at a premium. This is a challenge. It is the symbol of trust the people have in their concerns. The shares of public undertakings selling at a discount in the market will be a symbol of distrust of people in the public sector.

By legislating the anti-monopoly law, the Government have completely confused the conception of monopoly with the size of the undertaking. The theory of monopoly which was discarded by the world many years ago has now been adopted by the Government. They are confused. They are not aware of what is taking place in the rest of the world. We have to achieve economies of scale and we have to see that we are able to compete in technology, in efficiency, in cost of production and in every other manner with the rest of the world.

Shri Ranga : In management also.

Shri D. N. Patodia : On this matter I will quote a small passage from a speech recently made by Mr. B. K. Nehru who is presently the Governor of Assam :

"One of the most overused adjective of Indian public discussions is the word 'huge'. There are huge factories, there are people with huge wealth and others who draw huge salaries. To anybody used to the scale on which modern world operates there is nothing huge in India at all except its population and poverty."

Shri Ranjeet Singh : And huge lies of the Government.

Shri D. N. Patodia : The effect of all these actions put together is that industrial progress has slackened. Industries are not coming up. On the other hand, shortage is being created. Inflationary tendency is setting in. The fact that there is no industrial growth is evident from a few facts that I will quote. In 1968 only 531 companies were registered with an authorised capital of Rs. 155 crores. In 1969, only 717 companies only were registered with an authorised capital of Rs. 107 crores. This is the type of progress that we are making to-day. What about granting of new licences? In 1965, 515 licences were issued. In 1966, 388 licences were issued, in 1967, 280 licences were issued and in 1968 upto June only 91 licences were issued.

A word about the rural development. You know, Sir, in India even after 23 years of Independence there is no appreciable progress with regard to transfer of the burden of population from agriculture to industry. Even today 79.1 per cent of Indian population is directly dependent upon agriculture whereas in other advanced countries like U. S. A., the dependence on agriculture is only 5 per cent. Unless you are able to solve this problem, unless you are able to divert the rural population from agriculture to industry and other rural development works you are not going to make much progress whatever be your other efforts. For that purpose I think it is necessary for you to undertake Rural

[Shri D. N. Patodia]

development schemes. Unless you do that you will not be able to make any headway whatsoever.

The foremost thing that is needed to be done by the Government is that the racket of State Enterprises and Nationalisation must stop. Capital is the most scarce commodity in the world not only in India and India cannot afford to have the luxury of frittering away or wasting this scarce commodity by investing on public sector and continue to incur losses year after year. It is possible to generate growth and reduce losses. But that will need a change of attitude on the part of this Government. Nobody is going to work so long as the State creates obstruction and hindrance in their free functioning and growth. Let the Government give a solemn assurance to the House that unless each and every public sector starts making a profit no further investment will be made.

I hope Government will derive a lesson from what I have said and even at this stage we'll not hesitate in reversing the trend by which the process of growth will start. Thank you.

श्री अक्स सिंह (भारत) : सभापति महोदय, मैं आपको धन्यवाद देता हूँ कि आपने मुझे इस विषय पर बोलने का अवसर प्रदान किया है।

भारत के विकास के वास्ते व्यापार, इंडस्ट्री आदि का खास महत्व है। यह बड़ी खुशी की बात है कि पिछले 22 साल में देश में काफी इंडस्ट्रियस डिवेलपमेंट हुआ है। पहले हमारे देश में कोई चीज नहीं बनती थी, सुई तक नहीं बनती थी। लेकिन आज हर किस्म की मशीनरी, एयरोप्लेन, जहाज, मिलिटरी का सामान और तरह-तरह के औजार, टूल्स आदि बनते हैं। यह बहुत ही संतोष की बात है। लेकिन देखने वाली एक बात है। कोई भी फर्म, कोई भी इंडस्ट्री, कोई भी इंडस्ट्री अभी तक चल सकती है, जब तक वह फायदा करती रह सकती है, प्रॉफिट कमाती रह सकती है। अगर वह लूजिंग कंसेन् हो तो एक न एक दिन वह फेल होकर रहेगा। यही हाल आज हमारी सरकार का है। सरकार ने जो इंडस्ट्रीज बना रखी हैं उनमें करीब 3500 करोड़ रुपया उसने

लगा रखा है। अगर दस परसेंट भी प्रॉफिट मिले तो सरकार को साढ़े तीन सौ करोड़ का फायदा होना चाहिये। लेकिन उसके बजाय सरकार को नुकसान हो रहा है। यह कब तक चल सकता है। आज हमारे देश पर करीब पंद्रह हजार करोड़ रुपया ऋण का है। उसके साथ साथ हमारी इंडस्ट्री के अलावा 3500 करोड़ रुपया रेलवे में लगा हुआ है। अगर दस परसेंट प्रॉफिट भी मिले तो दोनों से हमको सात सौ करोड़ मिलना चाहिये। अगर यह मिल जाए तो हमारा जो बजट है वह सरप्लस हो सकता है। लेकिन हम पिछले 22 साल से देखते आ रहे हैं कि हर बजट डिफिसिट बजट होता है और हर साल नए-नए टैक्स लगाये जाते हैं। कहीं तक इस तरह से हम चल सकते हैं। हम समाजवाद का नारा लगाते हैं। लेकिन समाजवाद चलता है नैतिकता के बल पर, ईमानदारी और सच्चाई से। लेकिन आप देखें कि जो चेयरमैन या डायरेक्टर पब्लिक इंडस्ट्रीज के हैं, वे ज्यादातर इनएक्सपीरियेंस्ड आदमी हैं और साथ-साथ वे लोक इनसे नाजायज फायदा उठाते हैं, इस तरह की बातें करते हैं जिससे नुकसान पहुँचे। कहा यह जाता है कि पब्लिक सेक्टर इंडस्ट्रीज आटोनीमस बाडीज हैं और इनके रोजमर्रा के काम में कोई दखल नहीं दिया जा सकता है। लेकिन पी० ए० सी०, एसटीमेंट आदि कमेटीज ने बहुत सी बातों पर प्रकाश डालती हैं और कई सुझाव देती हैं। लेकिन उनका इन पर कोई असर नहीं होता है। मैं भिसस देता हूँ। एंटीनायोटिक्स फैक्ट्री अद्विक्श में है। उसमें सरकार का काफी रुपया लगा हुआ है। वह लाभ में जा रही है। कई तरह की यहाँ घाँघलिया चलती हैं। जिस ज़ात का चेयरमैन या डायरेक्टर होता है उसी ज़ात के आदमियों की वह भरती करता है। उनमें क्वालिफाइड आदमियों को जगह नहीं मिलती है और अन-क्वालिफाइड आदमी ले लिये जाते हैं। अच्छे ट्रेन्ड आदमियों को यहाँ नहीं रखने दिया जाता है। इस स्थिति में ये आटोनीमस बाडीज कैसे सफल हो सकती हैं? मैंने प्राइम मिनिस्टर और मिनिस्टर साहब के नोटिस में यह बात लाई है कि एंटी-नायोटिक्स के कारखाने से चौदह बरस की सर्विस वाले एक आदमी को सरप्लस कर के निकाल दिया गया, लेकिन उन दोनों का कहना है कि वह एक आटोनीमस बाडी है, हम कुछ नहीं कर सकते हैं। मेरी समझ में नहीं आता है कि यह

कैसी आटानोमस बाड़ी है, जिसके बारे में प्राइम मिनिस्टर और मिनिस्टर तक कुछ नहीं कर सकते हैं। यह तो एक मजाक सा है। इस हाउस में कई दफा यह सवाल उठाया गया है कि इन संस्थानों से लोगों को नाजायज तरीके से निकाला गया है। अगर हमारी पब्लिक ग्रंडरटेकिंग और आटानोमस बाड़ीज इसी तरह काम करती रहें, तो वे हमारे देश का बेड़ा गक कर देंगी और हमारे देश में समाजवाद कभी नहीं आ पायेगा। समाजवाद तभी आयेगा, जब हम सचाई, नैतिकता और ईमानदारी से काम करेंगे।

हमारा भारत एक गरीब देश है। हमारी प्राइम मिनिस्टर चाहती हैं कि हमारा देश तरक्की करे और गरीबों की हालत में सुधार हो, लेकिन वह कैसे हो सकता है, जब हमारे बड़े बड़े पब्लिक ग्रंडरटेकिंग के अधिकारी नाजायज फायदा उठाते हैं और गवर्नमेंट को नुकसान पहुंचाते हैं। मैं चाहूंगा कि जो पब्लिक ग्रंडरटेकिंग या कारखाना घाटे में चलता है, उसको चेतावनी दे दी जाये कि वह प्राफिट करके दिखाये, वना उसको बन्द कर दिया जायेगा। जो कारखाने नुकसान देते हैं, उनको प्राइवेट लोगों को कन्ट्रैक्ट पर दे दिया जाये; वे मुनाफा करके दिखायेंगे। आखिर इस बात का क्या कारण है कि प्राइवेट कारखाने तो दस, पंद्रह परसेंट मुनाफा कमाते हैं और हमारे पब्लिक सेक्टर के कारखाने घाटे पर चलते हैं। मैं समझता हूं कि इन बातों से हमारे प्रजातंत्र, डेमोक्रेटिक वे आफ लाइफ, के खत्म होने का खतरा है। पब्लिक ग्रंडरटेकिंग में इतना नुकसान होने की वजह से सरकार को हर साल टैक्स बढ़ाने पड़ते हैं, जिससे जनता में असंतोष पैदा होता है।

हमारे प्लानर्ज ने इस बात पर कभी गौर नहीं किया है कि पूरे देश का संतुलित विकास कैसे करना है और देश के सब क्षेत्रों की उन्नति कैसे करनी है। कुछ स्टेट्स की तो काफी तरक्की हुई है, जब कि अन्य स्टेट्स अब भी बहुत बैकवर्ड हैं। ब्रिटेन बंगाल, महाराष्ट्र और मद्रास में काफी इंडस्ट्रीज खोली गई हैं और इस कारण उन्होंने बहुत प्रगति की है, लेकिन यू० पी०, बिहार और राजस्थान आदि स्टेट्स बहुत बैकवर्ड हैं। जब तक देश का संतुलित विकास नहीं होता है और सब स्टेट्स की तरक्की नहीं होती है, सब तक हमारा प्रजातंत्र सफल नहीं हो सकता है।

ख़ास तौर से मैं कहना चाहता हूं कि पिछले बाइस बरस में हमारे आगरा में एक भी इंडस्ट्री नहीं खोली गई है। मैंने इस बारे में प्राइम मिनिस्टर से भी कहा है, चीफ मिनिस्टर से भी कहा है, कई मर्तबा कहा है, हर साल कहता हूं, इस बारे में प्रस्ताव भी पास किये गये हैं, लेकिन कोई सुनवाई नहीं होती है। यू० पी० में कानपुर, बनारस और लखनऊ अर्न्ध में काफी इंडस्ट्रीज हैं, लेकिन आगरा में आज तक कोई इंडस्ट्री स्थापित नहीं की गई है। आगरा में चार सूत के मिल थे, लेकिन अब वह भी खत्म हो गए हैं। आगरा एक इन्टरनेशनल सिटी है, जिसकी सात लाख की आबादी है। देश-विदेश से काफी लोग वहाँ जाते हैं। लेकिन उसकी हालत आज भी वही है, जो बाइस बरस पहले थी। हाल ही में जब हमारी प्राइम मिनिस्टर आगरे आई थीं, तो एक डेपुटेशन उनसे मिला था और मैं भी उनसे इस बारे में कहा था। उन्होंने कहा था कि हम देखेंगे। पता नहीं, वह कौन सा दिन होगा, जब मिनिस्टर साहब आगरे के लिए कोई बड़ी इंडस्ट्री देंगे।

हमारा देश बहुत बड़ा देश है, इसमें करीब 5 लाख ग्राम हैं, लेकिन उनमें काटेज और स्माल स्केल इण्डस्ट्रीज पर कोई ध्यान नहीं दिया गया। अगर काटेज और स्माल स्केल इण्डस्ट्रीज पर ध्यान दिया जाता तो हमारी हालत आज बहुत अच्छी होती। हमारे यहाँ अभी हाल में एक सेमिनार हुआ था, मैं भी उसमें शामिल हुआ था और उसमें स्माल स्केल इण्डस्ट्रीज के बारे में विचार हुआ था, बहुत सी नई बातें सामने आई थी। कई दफा इस तरह के सजे-श्चन सरकार के सामने रखे गये कि जिस तरीके से जापान ने अपनी काटेज इण्डस्ट्रीज को तरक्की दी है, गाँव गाँव में छोटे छोटे पुरजों के बनाने की मशीनें लगा दी हैं, जिनको वहाँ के लोग सीखते हैं और फिर उन पर काम करते हैं, उसी तरह की चीज हिन्दुस्तान में होनी चाहिये, लेकिन इस सजेश्चन पर कोई विशेष ध्यान नहीं दिया गया। हमारे देश की 75 से 80 प्रतिशत आबादी गाँवों में रहती है, जहाँ वे साल में तीन-चार महीने बेकार रहते हैं। अगर इस तरह की इण्डस्ट्रीज वहाँ लगा दी जाय तो इस से लोगों को काम मिलेगा और उनकी हालत सुधरेगी। हमारी प्राइम मिनिस्टर चाहती हैं कि देश की बेकारी दूर हो, लेकिन बेकारी कैसे दूर हो सकती है? जब तक हम देहातों में बिजेज और काटेज इण्डस्ट्रीज कायम नहीं करेंगे

[श्री अचल सिंह]

उनको काम के साधन नहीं देंगे, तब तक वह बेकारी दूर नहीं हो सकती।

हमारे यहाँ गाँवों में बिजली की भी बहुत कमी है, काश और छोटी इण्डस्ट्रीज के लिये बिजली नहीं मिलती है, इस तरफ खास तौर से ध्यान जाना चाहिये। हमारे देश पर आज बहुत ज्यादा कर्जा है, हमारा समाजवाद तभी कामयाब हो सकता है, जब कि हम प्राफिट-मेकिंग हों। मैं चाहूँगा कि मंत्री महोदय इस पर गौर करें और हमारे जो कन्सर्न आज लॉस में चल रहे हैं, उनको फायदे में लाने की कोशिश करें, ताकि हमारा बजट डेफिसिट न बने, सरप्लस बने। हमारे यहाँ मुल्क में पैसे की कमी है, नोट छप जाते हैं, इस तरह से उस कमी को पूरा करने की कोशिश की जाती है, लेकिन इससे मुल्क में इन्फ्लेशन पैदा होता है, चीजों के भाव बढ़ जाते हैं। आज चीजों के भाव इतनी तेजी से बढ़ रहे हैं जिसका कोई ठिकाना नहीं है, चार और पाँच गुना दामों पर आज लोगों को चीजें मिलती हैं। रुपये की बेल्यू आज सिर्फ़ दो आने रह गई है। मैं कहना चाहता हूँ कि मिनिस्टर साहब इस तरफ पूरा ध्यान दें, अधिक से अधिक इण्डस्ट्रीज मुल्क में कायम करें, जिससे लोगों को काम मिल सके। अमरीका, जापान, इंग्लैंड और जर्मनी इण्डस्ट्रीज से बने हैं। अगर देश के 70-80 परसेन्ट आदमियों को इण्डस्ट्रीज में काम मिल जाय, तो हमारा देश खुशहाल हो सकता है। आज हमारे देश का 80 परसेन्ट आदमी काशत करता है, सिर्फ़ 10-15 परसेन्ट आदमी इण्डस्ट्रीज में है—इसलिये इस तरफ विशेष ध्यान देने की जरूरत है।

इन शब्दों के साथ मैं इस ग्रान्ट का समर्थन करता हूँ और आशा करता हूँ कि मिनिस्टर साहब आगरा के लिये खास तौर से ध्यान देंगे।

श्री मृन्जयुं प्रसाद (महाराजगंज) : सभा-पति जी, आज इतना कम समय है कि सब बातें तो नहीं कह सकूँगा, इसलिये जितना आज कह सकता हूँ, उतना ही कहने की कोशिश करता हूँ। आप के मंत्रालय में तीन चीजें हैं—इण्डस्ट्रियल डेवलपमेन्ट, कम्पनी कानून और साथ ही साथ इन्टरनल ट्रेड भी आप के ही पास है। कामशियल लाज में आप देख रहे हैं—दो परिवर्तन हाल में हुए हैं। एक परिवर्तन मैनेजिंग एजेन्सीज के एक्वालीशन का हुआ है—इसके बारे में मुझे कुछ नहीं कहना है। मैनेजिंग एजेन्सी

अगर खराब थी, उसे आपने हटा दिया, कोई मुजायका नहीं, बहुत अच्छा किया, कोई शिकायत नहीं है। लेकिन खराब से खराब चीज में भी एक-दो बातें अच्छी हुआ करती हैं, दुनिया का यही कायदा है। उसके हटाये जाने से जो बेल्यूम आज पैदा हुआ है, उसको पूरा करने के लिये आपने क्या उपाय सोचा है? आज कोई आदमी नई कम्पनी क्यों खड़ी करेगा, जब कि उसके लिये उसमें कोई इन्सेन्टिव ही नहीं है? इन्सेन्टिव के लिये ही लोग नई नई कम्पनियाँ खड़ी किया करते थे, उसमें अगर पैसा लगायेंगे तो सिर्फ़ डिविडेंड पर ही नहीं रहना होगा, वल्कि वे आशा करते थे कि उससे और अधिक भी पायेंगे। जायज लाभ पाते या लेते तो ठीक था, लेकिन चूँकि नाजायज बातें करने लगे, इसलिये उनको हटा दिया गया—मुझे इसमें कोई शिकायत नहीं है। लेकिन जो जायज काम करते थे, जायज लाभ पाते, उनका रास्ता भी अब बन्द हो गया है। आज नई कम्पनी खोलने के लिये कोई 25-30 लाख रुपया क्यों लगायेगा? जब कि शुरू में ही घाटे से सारी पूंजी के डूब जाने का खतरा है। शेयर पर डिविडेंड या लाभ के लिए सफल कम्पनी में क्यों नहीं रुपया लगायेगा कि नाहक जोखिम खरीदेगा? यह ठीक है कि अब आपने 1 करोड़ तक का लाइसेंस खोल दिया है, लेकिन जो नई कम्पनी शुरू करेगा, उसको क्या कच्चा माल मिलने का कोई भरोसा है?

उसको और दूसरी सुविधाओं का कौनसा भरोसा है? वरना वह फैक्टरी खोलकर क्या करेगा? मैं अपने अनुभव से स्माल स्केल इंडस्ट्रीज के सम्बन्ध में बात कर रहा हूँ। यहाँ आने के डेढ़ वर्ष पहले मैंने खुद कोशिश की थी और आपके स्माल इंडस्ट्रीज सर्विस इंडस्ट्रीट्यूट में एक होशियार इंजीनियर को लेकर गया था। वहाँ पर मेरे साथ जो बर्ताव हुआ वह मैं आपको बताना चाहता हूँ। वहाँ पर शुरू में ही हमसे कहा गया कि हम आपको कोई इम्पोर्ट लाइसेंस नहीं देंगे। मैंने कहा कि मैं इम्पोर्ट लाइसेंस नहीं माँगता। उन्होंने कहा कि हम आपको पैसा नहीं देंगे तो मैंने कहा कि हम आपसे पैसा भी नहीं माँगते। उन्होंने कहा कि हम आपकी टेक्निकल डिफिकल्टीज दूर करेंगे। मैंने कहा कि जब काम शुरू होगा तभी तो टेक्निकल डिफिकल्टीज का पता चलेगा। उन्होंने फिर कहा कि आप चाहते क्या हैं। मैंने कहा कि हम यही चाहते हैं कि जो चीजें हिन्दुस्तान में बन

रही हैं और जो आपके हाथ में हैं उनका कोटा तो दीजिए। जो चीजें आप कंट्रोल में रखे हुए हैं वह तो कम से कम मिल जायें। उन्होंने कहा कि वह बाजार में मिलती हैं तो मैंने कहा कि तीन रुपये की चीज 17 रुपये की मिलती है, उसको लेकर हम क्या करेंगे। मैंने उनसे कहा कि आप एक काम कीजिए कि आप जाँच पड़ताल करें कि हम ब्लैक मार्केटिंग तो नहीं करते हैं और आप देखिये कि हम पूरा सेल्स टैक्स देते हैं या नहीं। जितना निर्माण हम दिखलाते हैं उसपर पूरा सेल्स टैक्स हम देते हैं या नहीं। आप हमारा स्टॉक चेक कीजिए। मेरे सामने ही उनके पास एक और व्यापारी आया तो उनका रुख बदल गया। फिर मैं समझ गया कि

इसके अन्दर क्या भेद है। मैं जिन्दगी भर तो बिजनेस की तरफ गया नहीं था और यह अच्छा ही हुआ कि मैं उससे बच गया। अगर आप चाहें तो मैं उस अफसर का नाम भी बतला दूंगा लेकिन फायदा क्या है? कोई एक ही अफिसर हो तो उसका नाम बतलाया जाये। यहाँ तो कुएं में ही भांग पड़ी है।

सभापति महोदय : आप 16 तारीख को अपना भाषण जारी रखेंगे।

19.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, April 16, 1970/Chaitra 26, 1892 (Saka).